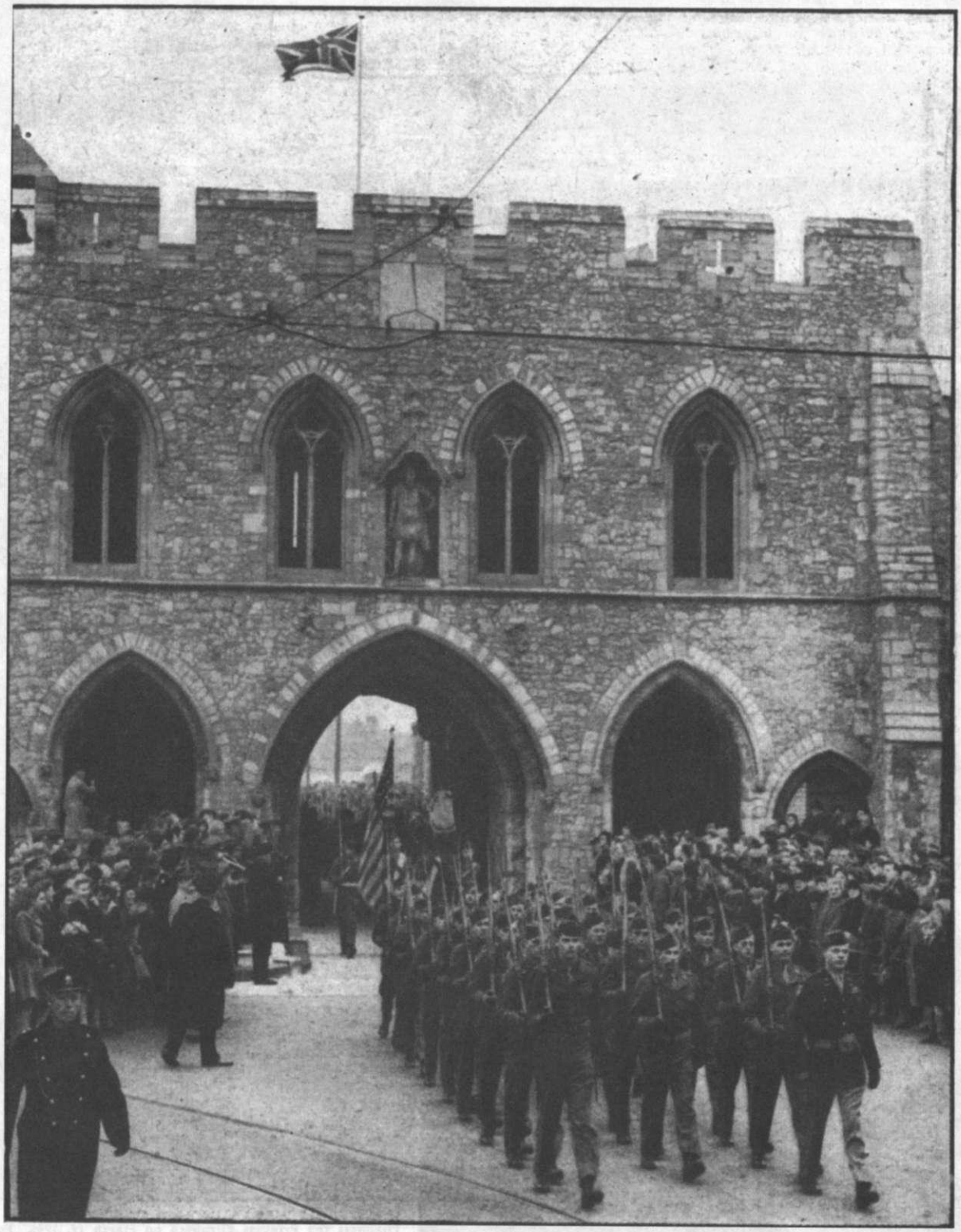
Vol 9 The War Illustrated Nº 230

SIXPENCE

and AFTERWARDS

APRIL 12 1946

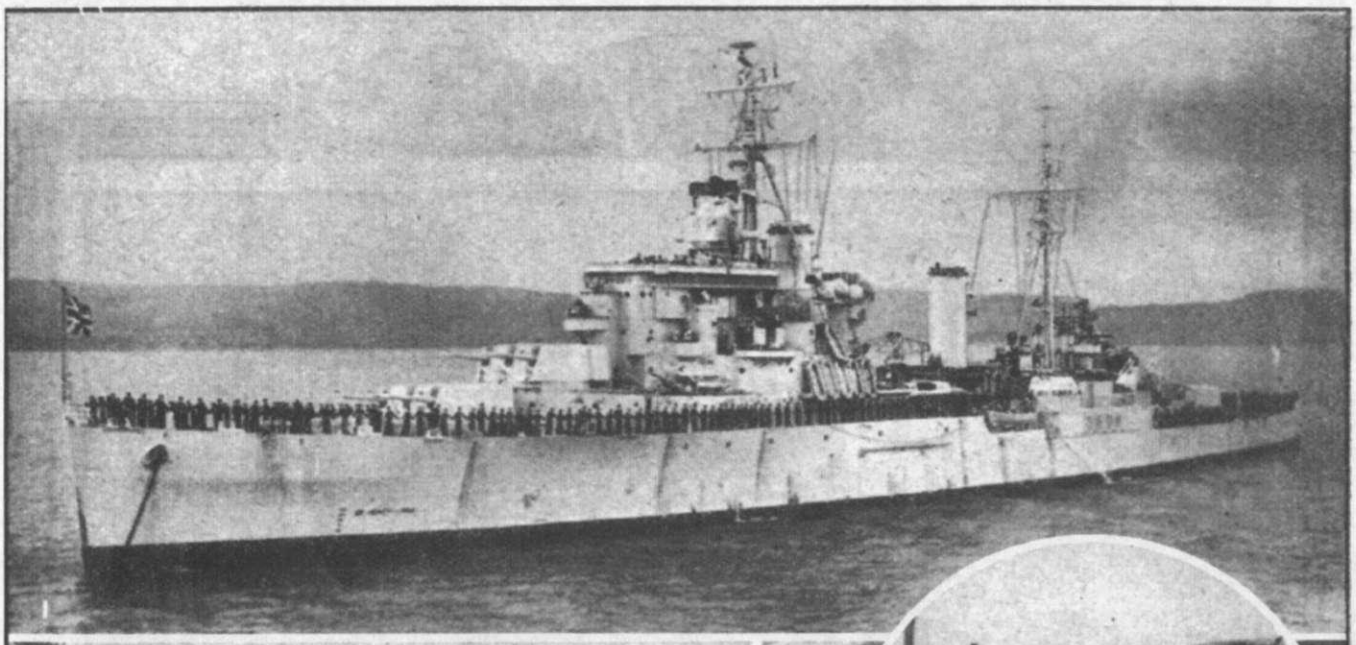


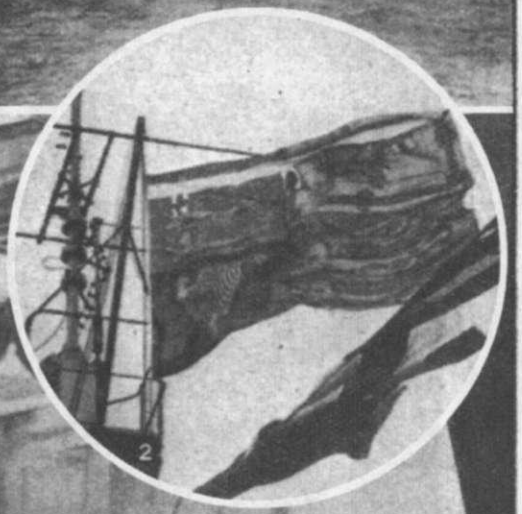
SOUTHAMPTON HONOURED U.S. SOLDIERS by the presentation on March 14, 1946, of a scroll to the 14th Major Port (Transportation Corps) U.S. Army, granting them the privilege of marching through the town with fixed bayonets, drums beating and colours flying. Detachments of the Corps, which embarked nearly 2,000,000 U.S. Servicemen for Europe, are seen marching through the Bargate, where the Mayor, Alderman H. Vincent, J.P. (left) took the salute. *Photo, Keystone*

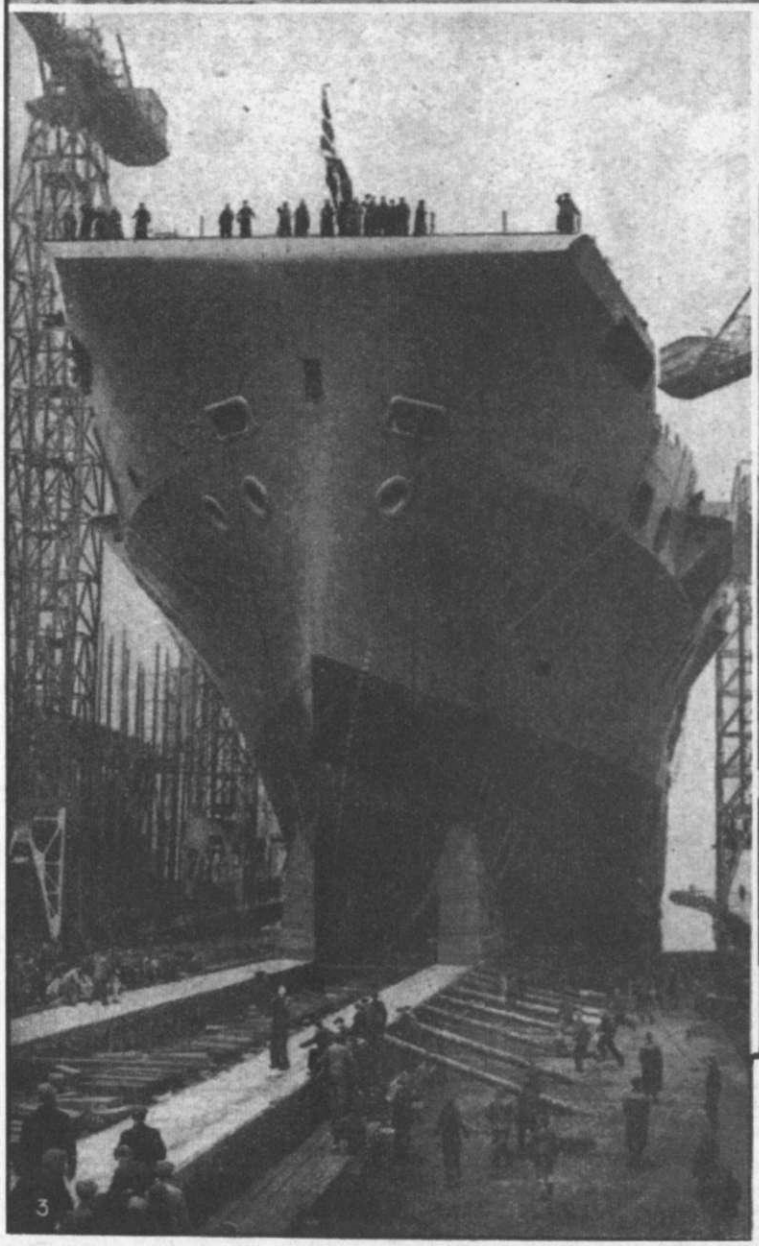
Edited by Sir John Hammerton

NO. 231 WILL BE PUBLISHED FRIDAY, APRIL 26

Our Mightiest Carrier Slides Down to the Sea







H.M.S. EAGLE WAS LAUNCHED AT BELFAST by Her Royal Highness the Princess Elizabeth on March 19, 1946. For the Princess it was her first official visit, alone, outside the mainland; she crossed from Greenock to Belfast in the new cruiser H.M.S. Superb (1), whose company is seen "dressing" ship in her honour. Princess Elizabeth's personal standard (2) at the masthead of the Superb, the first time it had flown at sea. The hull of the mighty aircraft carrier—sixth to be built at Harland and Wolff's yard during the War—slides down the slipway (3) after Her Royal Highness had named her H.M.S. Eagle, in traditional style (4).

Photos, P.N.A.

How UNO will Police the World

By E. H. COOKRIDGE

NUCLEUS of the High Command and General Staff of the International Police Force now envisaged by the Governments of the Five Great Powers is the Military Staff Committee of the United Nations Organization, which continued discussions in London after the ending of the First General Assembly on Feb. 14, 1946, and resumed when in New York in March. Problems in connexion with this Force-to-be are here explained.

THE charter of the United Nations does not provide for a permanent World Army. Article 43 of the charter imposes on the members of the United Nations only the duty "to contribute to the maintenance of international peace and security and to make available to the Security Council, on its call . . . armed forces." And Article 47 says that "the Military Staff Committee shall assist the Security Council in all questions relating to military requirements and command the forces placed at the disposal of the Council."

But the charter also provides that special agreements between the permanent members of the Security Council can be concluded with a view to establishing a permanent armed force, fixing its numbers, armament and equipment. The charter contains the important proviso that, in order to enable the United Nations to take urgent military measures, the member states shall hold immediately available national air force contingents for combined international enforcement action. The discussions in London

THE MILITARY STAFF COMMITTEE of the United Nations met for the first time at Church House, Westminster, London, on February 4, 1946. The permanent representatives of the British chiefs of staff are Admiral Sir Henry Moore (1), chairman; Lieut.-General Sir Edwin Morris (2); and Air Chief Marshal Sir Guy Garrod (3). *Photo, Topical*

of the Military Staff Committee have gone beyond the original letter of the charter. The Governments of the five great powers have agreed that it would be far better to have a permanent World Police Force—consisting not only of air contingents but also of land forces and naval units—than an improvised force called up only in the case of immediate emergency.

British and American plans submitted to the Military Staff Committee envisage a comparatively small but highly trained body of men, wearing a common uniform and serving under a world flag, the blue-gold emblem of the United Nations. Stress is laid on the need for one uniform in order to promote a spirit of fighting solidarity.

THE Military Staff Committee has to solve very many problems and it would be too optimistic to expect a quick solution. How many men, aircraft and ships are needed to police the world? What contributions in men and armaments will each nation be required to make? How shall the problem of command be solved?

These problems are being discussed by the representatives of the Big Five—Great Britain, the United States, the Soviet Union, France and China. The respective General Staffs have delegated some of their most famous experts on military organization. Britain is represented by Admiral Sir Henry Moore, a former commander of the Royal Navy Staff College at Greenwich who represented Britain on many international conferences, including the 1927 Naval Conference, and was also one of the military advisers at Geneva. During the Second Great War Sir Henry was in command of our convoys to Russia and led the naval units during the Fleet Air Arm attack on the Tirpitz on April 3, 1944.

The British Army representative, Lt.-General Sir Edwin Morris, C.-in-C. Northern Command, was Director of Staff Duties at the War Office at the outbreak of the War and has wide experience in army organization. Spokesman of the Air Ministry is Air Chief Marshal Sir Guy Garrod, who organized the Air Training Corps and is now head of the R.A.F. delegation in the U.S.A.

Bearing Great Responsibility

The United States are represented by three fighting men. General George Kenney was in command of air operations in the South-West Pacific and distinguished himself in the New Guinea and Leyte campaigns. Lt.-General Ridgway took part in the invasion of Sicily and Italy under General Mark Clark. And Admiral Kelly Turner commanded the famous amphibious forces in the South-West Pacific. Two of the Soviet members, Lt.-General Vasiliev and Major-General Shaparov, were both heads of the Russian Military Mission to Britain before they were given commands of armies of the Red Army. Vice-Admiral Bogdenko commands the naval units in the Black Sea.

China has sent to the conference three of her most famous military leaders. General Shang Chen is personal chief of staff to Generalissimo Chiang Kai-shek. General Kwei Yun-Chin, at present head of the Chinese Military Mission to Britain, commanded in the Shanghai and Nanking campaigns; he has organized the Chinese Scout Movement on British pattern, and had a big hand in training the Chinese partisans during the long war against Japan. General Sun Li-Fen was trained in an American military academy, fought in Burma and when cut off by the Japanese led his forces through uncharted jungle and mountains into India. France is represented by General Alphonse Juin, the chief of staff and hero of North Africa, and Admiral Raymond Fénard, who commanded the battleship Dunkerque and joined De Gaulle in 1940.

With these men, who have elected Sir Henry Moore as chairman, rests the heavy responsibility of working out the status of the future World Police Force. They have agreed that the force should be based on "proportional representation." On this reckoning the proportion would be four Britons, 13 Americans, 18 Russians, and so on; but when the British Dominions are included the number of sailors, soldiers and airmen from the British Empire would be about equal to those from the United States.

Although China is the most populous country of the great powers, the Chinese representatives have stated that China will not be able to supply such large numbers of trained troops, and especially sailors and airmen, as the strict interpretation of the proportional system would indicate. In practice, it appears, Britain and the United States will provide the bulk of the naval and air forces, whilst the Soviet Union will be called upon for land forces.

Our Own Conscription Problem

The respective national forces would remain in national brigades, because of language difficulties and different customs. But it is foreseen that officers and N.C.O.s will be interchanged, a measure that will certainly promote the spirit of comradeship amongst the international troops. Possible headquarters of the High Command of the World Police Force is also a subject of discussion. Disturbances in which the international army may have to intervene by order of the Security Council are more likely to occur in Europe than elsewhere. Austria or Luxemburg might provide the site for headquarters, both being central areas for the domination of the European scene and neither being a "great power."

Military colleges for officers and N.C.O.s of the World Police Force will be set up at the seat of the headquarters, where study of languages will be one of the important subjects, international law, geography and cartography some of the others. The students would also have a sort of "post-graduate" military and strategical training. The problem of new weapons, especially the atom bomb, is closely linked up with the question of future equipment of the force.

THE International Police Force will have great mobility. Its land forces will be fully motorized. A number of international garrisons and especially a chain of airfields would be established not only in Europe but also in other parts of the world.

For Britain, the establishment of the force is of utmost importance. Mr. Attlee has indicated that the problem of conscription in Britain turns on the question whether and when the International Army will become a fact. The British contribution would probably not exceed 150,000 men, and with other requirements of armed forces throughout the Empire we may need not more than a standing army of 500,000. But these estimates are obviously based on an assumption that the world will return to peace and harmony. With troubles in India, Palestine, Egypt, Indonesia, Greece, and the burden of a prolonged occupation of Germany, the prospects for abandoning conscription in Britain are remote. It may well be two years before the plan of the International Police Force will be put into practice.

Empire Armies Fought in Four Continents

By MAJ.-GENERAL
SIR CHARLES GWYNN
K.C.B., D.S.O.

IN the course of the six years of the Second Great War the Armies of the Empire fought in an even greater number of theatres and in a wider variety of conditions than in the war of 1914-18. They gained experience of Arctic and mountain warfare in Norway and Italy, of desert fighting in Libya, of roadless rugged country in Abyssinia, and of jungle fighting in Burma, Malaya and New Guinea, of bitter cold, of tropical heat and tropical rain, and of conditions where water supply was a controlling factor. To all these conditions the Army proved capable of adapting itself as well as to the more normal conditions of modern warfare in highly developed regions.

Yet despite the multiplicity of theatres there was not the dispersion of effort nor clash between the interests of the various theatres which led to so much waste of lives and power in the First Great War. Partly owing to wiser and more efficient supreme strategical control, and partly through force of circumstances, it was possible to deal with the problems of each theatre seriatim and to build up a powerful strategic reserve for the final decisive encounter. As a consequence when the Army was called on for the decisive effort it was at the peak of its efficiency both on the Western Front and in Burma, in contrast to its depleted and exhausted state when the final stages of the First Great War were reached in 1918.

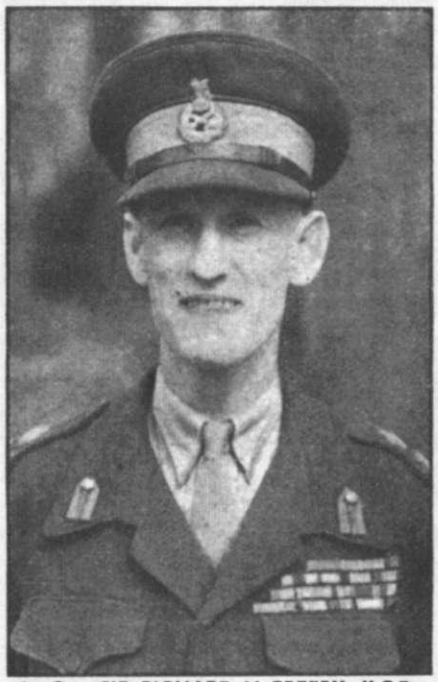
REVERSE Which Would Have Shaken the Confidence of Many Armies

Nevertheless, the Army went through many dark hours. Its first experiences in France and Norway were disastrous. Owing to rapid expansion following years of neglect it was called on, insufficiently trained and inadequately armed, to face a fully prepared and war experienced enemy. Dunkirk and the abandonment of the Norwegian undertaking would have broken the heart and shaken the confidence of many armies. Except for the small and scattered garrisons in outlying stations abroad the country was without an army, and to protect the heart of the Empire from invasion and to save it from isolation it had to depend on the Royal Navy and the Royal Air Force.

How effectively those two great Services met the situation we know, but perhaps the Army has not been given sufficient credit for the manner in which it set about its task of reconstruction. It is, I think, fair to say that at the time the bulk of public opinion had abandoned all hope of the Army ever playing a decisive part in the struggle ahead. But the Army never lost faith in itself nor was shaken in the belief that, however important the role of the other Services was, final victory could not be won till the Army closed with the enemy and defeated him.

MOREOVER, it was realized by those who mattered that it was not only necessary to recruit and arm to the highest standards possible, but that it was essential to give the new army training which would enable it to meet a war-experienced enemy on something like equal terms. A new system of training was adopted which involved undoubted risks that would be unacceptable in normal peacetime training. The object was, of course, to introduce the troops as far as practicable into the atmosphere and dangers of warfare before committing them to battle. The First Great War had shown, and experience in France had confirmed, how much waste of life and loss of power were entailed in using troops under-trained and inexperienced. It may not yet be fully realized what our own army, and later the American Army, owed to the system of training devised.

While our main army was reforming in England our overseas detachments had obviously a defensive role. But Wavell's brilliant campaigns in Cyrenaica and Abyssinia proved what active defence can accomplish, and that the Army still retained offensive power. Our somewhat quixotic, and perhaps strategically indefensible, intervention in Greece again involved the Army in the bitterness of retreat, both there and in Cyrenaica. Yet in the long run, by upsetting the timing of the German attack on Russia and causing the Germans to abandon their



Lt.-Gen. SIR RICHARD McCREERY, K.C.B., C.B.E., D.S.O., M.C., who has been appointed G.O.C.-in-C. the British Army of the Rhine. This post of Army Commander (to be assumed on June 26, 1946) has been created because Lord Montgomery's successor as C.-in-C. British Forces in Germany is an airman, Marshal of the R.A.F. Sir Sholto Douglas.
Photo, Topical

designs on Iraq, it had far-reaching results which compensated for the losses incurred by Australian and New Zealand troops and by the Royal Navy in particular.

NEW Theatres of War Opened When the Japanese Volcano Erupted

The regrettable necessity of dealing with the Vichy force in Syria brought the Army into yet another theatre before, in the autumn of 1941, the 8th Army was constituted and reopened the campaign in Libya. There, after a hard and fluctuating struggle, Rommel was defeated, but not decisively; and it was discovered that in the matter of armaments we had not yet caught up on the enemy's lead. Rommel struck again, and having thrown the 8th Army on the defensive finally defeated it at Gazala, and Tobruk was lost. Once again the Army was in retreat, and Rommel perilously close to Alexandria when his pursuit was halted.

Meanwhile, the Japanese volcano had erupted and new theatres of war had been opened in Malaya, New Guinea and Burma with fresh retreats and disasters. Our defensive forces numerically, in armaments and in experience, were in no state to deal with the invader. With the Russians, also hard pressed and in retreat, summer of 1942 was the darkest hour before the dawn. But with the autumn the first streaks of dawn could be detected. Rommel's attempt to reach Alexandria was defeated, the Japanese had met their first reverse on land at Milne Bay and been thrown back from Port Moresby, and the German offensive in Russia was losing its momentum.

Finally, the sun rose over Alamein and at Stalingrad; and henceforth it was the Allied Armies who were to open new theatres in the course of their advance to the decisive arena in Germany. They had finished with retreats, and they had now to show their qualities of resilience and to prove that armies are still the instruments with which decisive results can be achieved. Tunisia, Sicily and Italy were the new theatres, each presenting its special difficulties of terrain and each requiring amphibious operations to force an entrance—a wonderful opportunity for gaining training and experience before the immensely more formidable task of re-entering the French theatre.

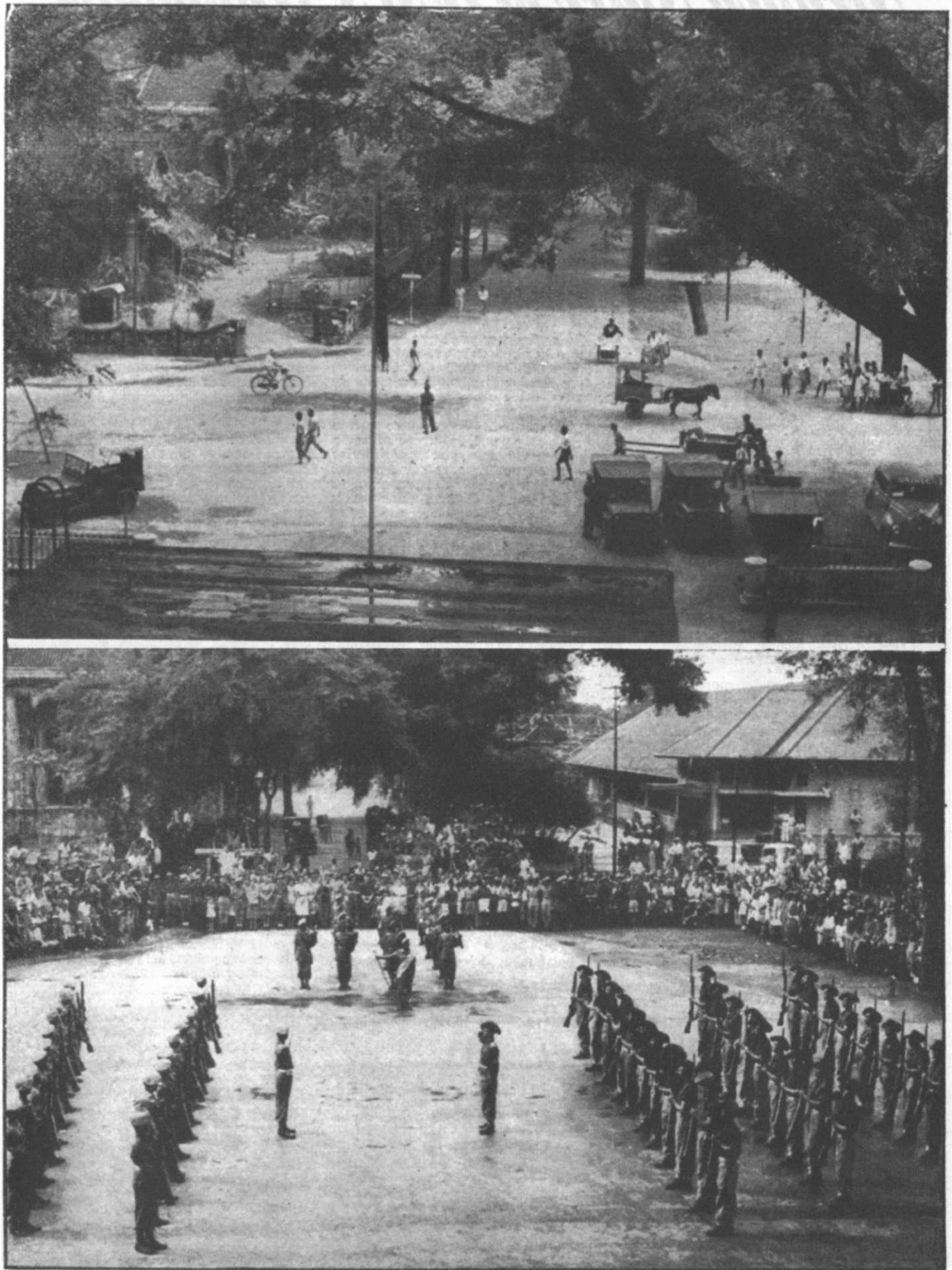
RISKS of the Enterprise Were Not Realized Until Revealed on D-Day

These operations not only finally eliminated the Italian Army and Navy, diverted a considerable part of Germany's war potential from the Russian front and reopened a vital line of sea communications, but they had also restored public confidence in the Army. Certain sections of public opinion were already asking, why waste effort in the Mediterranean instead of stepping across the Channel to open a second front? The immensity of the scale of preparations necessary, and the risks of the great enterprise failing, were, of course, not realized until revealed on D-Day. Even now it is questionable whether the patience with which the Supreme Command refused to be tempted into premature action is fully appreciated; nor is it fully realized how disastrous would have been failure in an undertaking full of risk even after the most complete preparation.

ONCE the break-out from the Normandy bridge head was accomplished proof was finally given that the Army, with the close and full co-operation of air power, was the essential instrument for achieving decisive victory. Within a few weeks the enemy's army was shattered, France and Belgium were liberated, and the bases from which the V weapons flew were overrun. Within a year the Siegfried Line had been broken through, the Rhine crossed, and unconditional surrender of the enemy had been extorted in the heart of his own country. The same policy of patiently building up reserves and of employing them with a well-defined object was applied in Burma; the 14th Army used at the decisive time and place and in full co-operation with air power was able in an astonishingly short time to achieve the seemingly impracticable.

Looking back on the War it may be true to say that we muddled into it, but surely on this occasion there is no justification for saying that we muddled through. Surely there was astonishing skill and patience displayed in clearing up the original tangles. All the same, many times during the War I was reminded of a remark a distinguished general once made to me. He said, "Why does our Army never arrange in manoeuvres to practise retreats? Have we ever had a war in which we did not begin with a retreat?" In practically every theatre that remark, unfortunately, proved true, though it was not the fault of the Army.

We Take Over from the Australians in Celebes



BRITISH AND INDIAN TROOPS of the 80th Infantry Brigade arrived at Macassar, on Celebes Island, Netherlands East Indies, from Saigon on January 31, 1946, to take over from the 21st Australian Infantry Brigade. The H.Q. faces one of the main thoroughfares of the town (top), which suffered little damage from Allied bombing and Japanese occupation. Two days later the handing-over ceremony took place in the forecourt of the H.Q. (bottom), where Australians (right) and British present arms at the changing of the guard.

Photos, British Official

Strange Story of H.M.S. Habbakuk

By
FRANCIS E. McMURTRIE
A.I.N.A.

A GIGANTIC aircraft carrier, 2,000 feet long, 300 feet across the beam and 200 feet in depth, was projected as the War was entering its third year. This floating airfield would have had hangar capacity for 200 Spitfire fighters or 100 Mosquito bombers, complete with every facility in the shape of operational and repair shops, etc. It would have been propelled at a speed of seven knots by Diesel-electric machinery with a normal consumption of 120 tons a day. Fuel capacity for 5,000 tons was to be provided, which would have given the ship a radius of action of 7,000 miles. The complement was to have been 404 officers and 3,216 petty officers and men.

The cost of one such vessel was estimated at not more than £10,000,000, due to the intended use of ice as the main structural material. This idea was put forward by the originator of the project, Mr. Geoffrey Pyke, Director of Programmes at Combined Operations Headquarters, and was based on the known difficulties of breaking up icebergs by the use of high explosive. In order that the ice should not melt, 14 per cent of wood pulp was to be mixed with it.

This material was given the name Pykrete, after its inventor. The method of manufacture devised, after various experiments had been carried out in Canada, was to spread a mush, made by mixing mechanical pulp with water, over a flat surface ; it was then rolled until a uniform smooth layer three-eighths of an inch thick had been obtained. This being frozen by blowing cold air across it, Pykrete was the result. A total of 1,700,000 tons of this material would have had to be produced in one winter to build a single ship.

PROTECTION Against Melting and Bomb and Underwater Attack

It was intended that one or more of these huge carriers should operate in the North Atlantic, affording permanent protection to convoys. So impressed was Mr. Churchill with the proposal that he commented on it in the following terms : "I attach the greatest importance to the examination of these ideas. The advantages of a floating island or islands, if only used as refuelling depots for aircraft, are so dazzling that they do not at the moment need to be discussed. There would be no difficulty in finding a place to put such a stepping stone in any of the plans of war now under consideration. The scheme is only possible if we let nature do nearly all the work for us, and use as raw material sea-water and low temperature. The scheme will be destroyed if it involves the movement of very large numbers of men and heavy tonnage of steel or concrete to the remote recesses of the Arctic night." It was at the Prime Minister's suggestion that the scheme was christened Habbakuk.

Being built of 40-foot blocks of Pykrete, the interior of the structure would have been given complete immunity from any known form of air or underwater attack. The Pykrete was to have been protected from melting or erosion by an insulating skin tough enough to withstand normal weather conditions and the battering of the waves. The extent of possible torpedo damage would have been a crater not more than three feet deep and about 20 feet in diameter ; while bomb damage, even though the crater might be slightly deeper, would be no more serious in its effects.

ALL the preliminary work was carried out under the direction of a special Research and Development Committee at Combined Operations Headquarters in this country. In order to test every obstacle, this committee was strengthened by calling in experts in all matters investigated. Thus there was a scientific advisory panel, concerned primarily with the properties of ice, and an engineering advisory panel, dealing with constructional problems. Prior to the institution of larger scale experiments in Canada, these panels did some very useful work on ice production and the measurement of ice properties in England. During the winter months of 1942-43, research was pushed forward energetically in Canada under the direction of Dr. C. J. Mackenzie, President of the National Research Council of Canada, and the form and general dimensions of the aircraft carrier were outlined. To examine the technical possibilities, the Montreal Engineering Company was brought into consultation.

When the Quebec Conference was held in August 1943 the Chiefs of Staff reported that they saw no use for iceberg ships in operations for the invasion of Europe. It thus became clear that any future use made of the Habbakuk project would be in connexion with the war with Japan, in which case the vessel would need to be constructed on the Pacific coast. Previously it had been planned to build it either at Corner Brook, Newfoundland, or in Seven Islands Bay, Quebec Province. Both these sites were near pulp factories, with deep water close inshore, and an open channel to the sea, besides being in sufficiently high latitude. Otherwise, the ideal site would have been the Saguenay River ; but this was put out of the question by the existence of a shallow bar at its mouth.

The outstanding objection to using ice in the construction of the ship was, of course, its tendency to melt. From the outset it was clear that the larger the vessel, the slower would be its percentage rate of melting ; but if the structure was to preserve its essential shape, it was important to prevent any melting at all. This was the object of the external insulating skin, together with an ingenious system of internal refrigerating ducts.

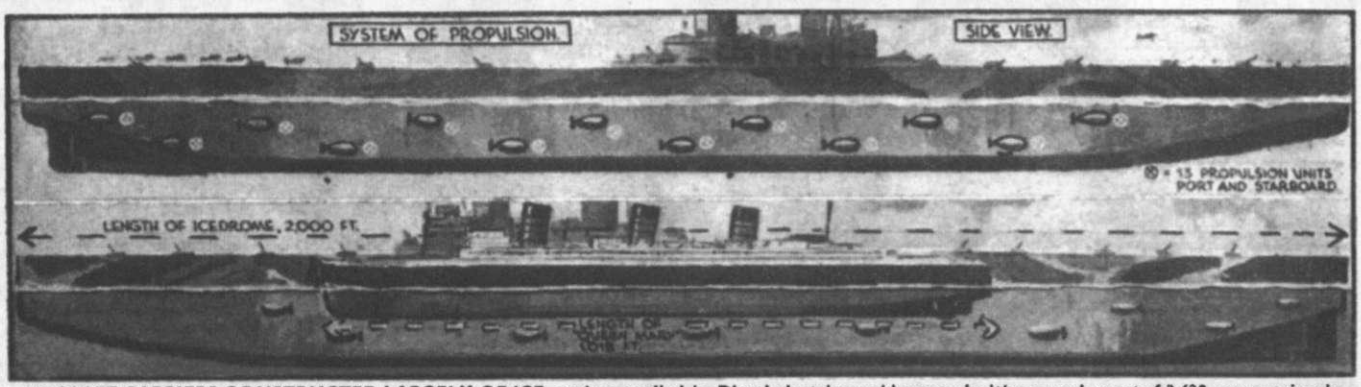
A block model of the vessel was actually constructed during the winter of 1943 at Patricia Lake. Its dimensions were 60 feet long, 30 feet beam and 20 feet depth. A wooden framework carrying the insulation was first constructed on the lake ice, gradually built up with ice blocks, and allowed to sink into the lake. A central hold contained refrigerating engines, which circulated cold air through a series of sheet iron pipes, placed immediately behind the insulation. This model weighed in all about 1,000 tons, and was constructed in about two months by a gang of 15 men. After a few initial difficulties the refrigeration system worked well, and the structure was kept frozen until nearly the end of the ensuing summer.

THE Economic Factors Finally Killed this Daring Project

Armament of the ship was to have been restricted to anti-aircraft guns. It was never fully settled whether the aircraft should be parked on deck, limiting their numbers, and leaving them exposed to enemy attack, or be stowed in the hangars, giving rise to the danger of weakening the structure by the necessity of leaving apertures in the deck.

After the Quebec Conference the United States Navy was brought into the investigation. It was then found that the Pacific coast offered little in the way of satisfactory sites. Puget Sound had too warm a climate, and Alaska was too remote. The joint board which was studying the question ultimately reported, on December 16, 1943, that the scheme involved such expenditure of effort, particularly on the Pacific coast, that it could not be undertaken without interfering seriously with plans of greater priority. Accordingly the Habbakuk project was finally dropped by the Allied authorities.

Its use in the Atlantic had been largely stultified by the employment of escort carriers in large numbers to attain a similar end. Moreover, the development of aircraft requiring longer and larger runways tended progressively to limit the value of any floating island of practicable size. Finally, and overshadowing everything else, was the economic factor, hinted at in Mr. Churchill's minute already quoted. Though the raw material might be abundant and cheap, the labour involved in handling the undertaking would have been the major item of cost ; and on the basis of man-hours the verdict had to go against the project.



AIRCRAFT CARRIERS CONSTRUCTED LARGELY OF ICE, each propelled by Diesel-electric machinery and with a complement of 3,620, were seriously considered in connexion with anti-submarine warfare, and a scale model was completed in the winter of 1943, as told above, at Patricia Lake near Jasper in Alberta, Canada. The system of propulsion is indicated in the side view (top), where 13 of the 26 engine-nacelles are seen. The enormous ice drome compared diagrammatically (bottom) with the liner Queen Mary. *Drawings by G. H. Davis, by courtesy of The Illustrated London News*

H.M.S. Suffolk's Company Stow Food for Britain

WHEN THIS 10,000-TON CRUISER CALLED AT SYDNEY, Australia, en route for Home, members of her company sacrificed their shore-leave to take aboard thousands of cases of food destined for the U.K. and store these in every available space. H.M.S. Suffolk gained prominence in 1941 when, with H.M.S. Norfolk, she shadowed the German battleship Bismarck after she had slipped out from Bergen, Norway, on the chase which ended in the Bismarck's destruction in the Atlantic (see pages 580-581, Vol. 4).

Photo, Planet News

Maintaining the Peace in Troubled Trieste

ALLIED MILITARY GOVERNMENT assumed control of the Italian city and port of Trieste, on the Adriatic, on June 9, 1945, following the dispute between Italy and Marshal Tito, fomented by his demand for its cession to Yugoslavia after it fell to the 8th Army and Yugoslav troops in May 1945. The intervention of Field-Marshal Alexander resulted in an agreement by which the future of the city was left to the Council of Foreign Ministers to decide. H.Q. of the Military Government is in the Palace of Justice, where the British flag flies (1). All civil police organizations were disbanded and a new force recruited for training under the command of Major J. Henderson (2 left), who is seen with Lt.-Col. Richardson, centre, Assistant Chief of Police, and Captain T. Cawthorne, U.S.A., Chief of the Police Technical School. A mounted detachment of the new force (3). In the harbour, where clearance of defences is now almost complete (4) are the British sloop Pelican and the frigate St. Austell Bay.

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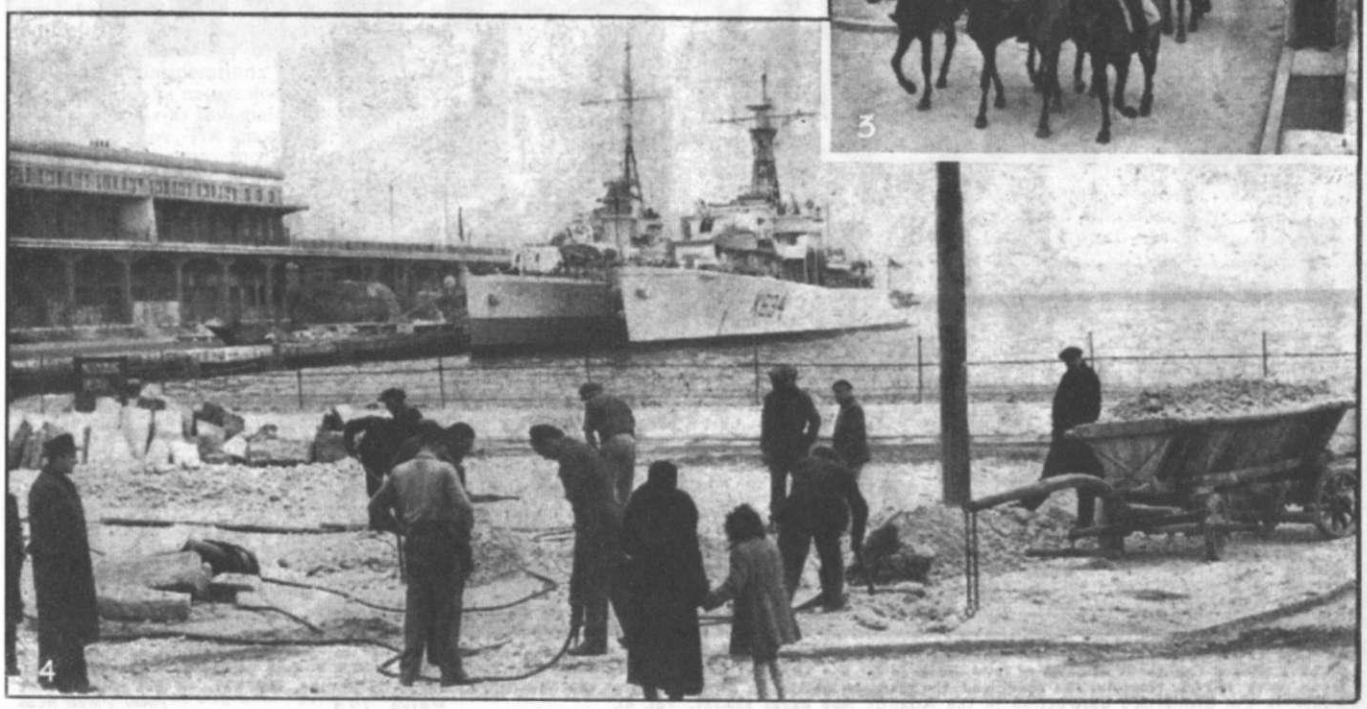
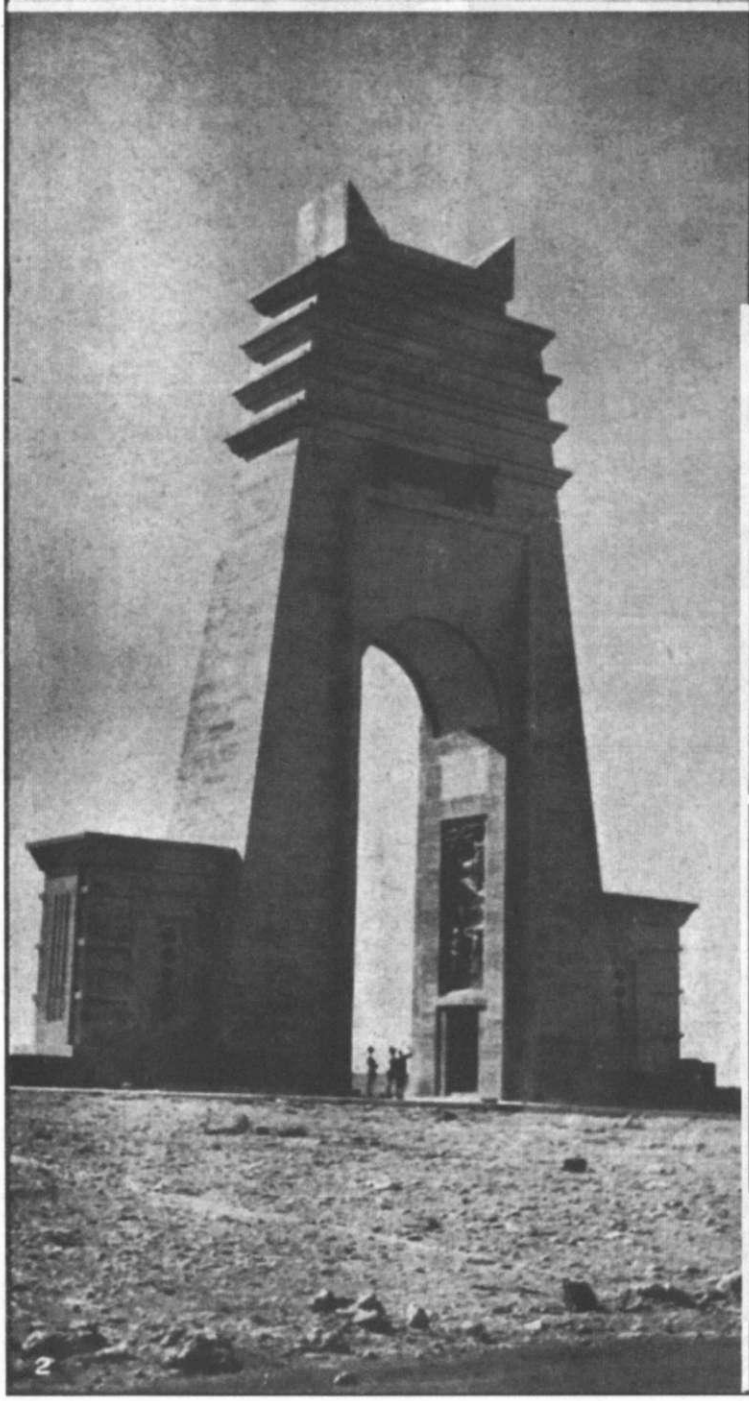
Photos, G.P.U.



'Egg and Chips Palace' in Libya Closes Down



N.A.A.F.I. CANTEEN AT "MARBLE ARCH," on the Cyrenaica-Tripolitania border, well known to thousands of 8th Army and Desert Air Force men (see illus. in p. 484, Vol. 6), has served its last egg and chips. Some 200 miles from Benghazi and 400 from Tripoli, the canteen (1) was opened three years ago. It is close to Mussolini's "triumphal" arch (right), which British soldiers are inspecting at close quarters (2). To supply the canteen, which included a restaurant and stage, water had to be transported 120 miles from Agedabia, and then pumped into tanks (3). Bread and cakes had to be brought 200 miles across the desert. It was also a centre for bulk issue stores, which were housed in the tented section (4). For the past two years the canteen served R.A.F. Transport Command operating the Far East route. PAGE 777 *Photos, N.A.A.F.I.*

The Unarmed Army That Went Valiantly to War

Men and women of the Salvation Army exchanged peaked caps and poke-bonnets for steel helmets and for five years worked in mobile canteens, front-line dressing stations and in Red Shield clubs, hostels and hospitals, from Burma to Bremen, from the Solomons to Sollum. The story is told in this article specially written for "The War Illustrated" by FRANK ILLINGWORTH.

BULLETS whistled across Wau airfield, New Guinea, in January 1943, as the great Douglas air-transports trundled to a halt, and over the Salvation Army shack at the airfield's edge where the Australians stopped for gulps of black coffee before doubling from the planes into action. For twelve days the battle raged incessantly. Frequently, shells burst near the shack; but night and day Captain Cecil Ewan, Captain of the Salvation Army, kept the 12-gallon bath-tub of coffee on the boil. "Salvo corfee" the Australians called it. Just one typical episode in the wartime saga of the Salvationists.

The Red Shield sign of the Salvation Army appeared on every Front, from the day the first of its "soldiers" to be killed in action, Mrs. Brigadier Climpson, fell to a bomb-splinter during the 1940 retreat in France. The girls and women who in May 1944 drove mobile canteens across the swollen Rapido River in Italy, with the 8th Army spearhead, wore battledress; but over their bunks hung the familiar poke bonnets of the Salvation Army. S.A. men went ashore with the first wave at Salerno on Sept. 9, 1943 and set up first-aid posts on the crupting beaches.

All the Way to Final Victory

Their "regimental" emblem, the Red Shield, swayed back and forth in North Africa, and from Tobruk and El Alamein went across the Mediterranean with the 8th and 5th Armies to Sicily and Italy. From Greece and Crete it went with the Australians and New Zealanders to New Guinea and the Solomons. In Burma it fell back before the Japs in 1942, and then entered Rangoon with the advancing 14th Army spearheads on May 3, 1945. Soon after D-Day it landed in Normandy and stormed along with canteens, chapels and libraries all the way to final victory; at Bremen, girl Salvationists were the first to serve tea to British troops taking over the port in May 1945.

The Salvation Army is an international organization. It knows no frontiers. Normally controlled from London, contact with a great part of the S.A. was lost on the outbreak of War. The Red Shield appeared on both sides of the world's battlefronts: the Luftwaffe shattered the S.A.'s maternity hospital in London, and the R.A.F. wrecked its Berlin counterpart. And there were occasions when enemy Salvationists, advancing with German and Italian panzers, took over Allied Salvation Army posts, and vice versa.

IN both Allied and enemy countries Salvationists went into action on Sept. 3, 1939. With the first bombs, the British section set up canteens in air-raid shelters—until the Government scheme got into its stride—established first-aid posts for the injured, and hostels and canteens for the homeless. There was no lack of work to be done; but there was shortage of personnel, because the young Salvationists were called into the Forces, and many of the Commissioned members, qualified Ministers of Religion, volunteered for Overseas service.

In swinging from peace to war the Salvation Army had the advantage of a world-wide organization. There was no need to set up headquarters in individual countries before it could go into action in France or Algeria or Malaya. For example, the French Salvation Army had a fully staffed building at Arras (the B.E.F. Headquarters in 1939-40), and British Salvationists made it their base for stranded men during the retreat. It became the meeting-place for the homeless, civilians and Servicemen alike. There was an occasion when a Salvation Army colonel marched to the Arras Red Shield Club at the head of a bedraggled khaki band singing "Roll Out The Barrel!"

So it was in Burma, Singapore, Hongkong and the Pacific Islands. The organization was already there when the troops first went into battle. When they fell back, many local S.A. men remained behind to help the civil population, and ended up in internment camps. Major Harvey and Adjutant Matthews were the only two white men to stay

ON THEIR 50th ANNIVERSARY (Oct. 17, 1941) the International Staff Band of the Salvation Army performed in the forecourt of Buckingham Palace, where the bandmaster, Col. George Fuller, introduced his players to H.M. the King. *Photo, P.N.A.*

behind when we pulled out of Penang on December 19, 1941, and Kuala Lumpur a week or so later. At Hongkong's Stanley Prison a Salvation Army man was interpreter between the Japs and the prisoners they executed. Salvationists who fell back with our Forces set up advance posts, sometimes practically in the front lines.

When the Australians advanced on Salamaua, in September 1943, Adjutant Edwin Robertson, senior Salvation Army Welfare Officer with the 3rd Division, tramped fifty miles a day with the spearhead troops. At some points the river water, cluttered with bodies, was undrinkable. But 32,000 gallons of coffee were served on the way to Salamaua. On the beach there a shell dropped six yards from the Red Shield Club, flinging earth over the congregation while Robertson conducted a short service.

In the New Guinea jungle, on the Kokoda Road in the autumn of 1942, Australian troops came upon a man they last saw serving coffee in Syria—Major Albert Moore of the Melbourne Salvation Army. The Red Shield Hut he established was five-days' jungle journey through the Owen Stanley mountains. Coffee-shop, church and hospital rolled into one, and served by Major Moore and a dozen Papuan Salvationists, it cheered many a Digger on the weary Kokoda Road. It was the same story in Burma and Malaya, where men and women from the Mother Country and the Dominions worked with Burman and Malayan Salvationists all the way from Rangoon to Kohima—and back again. Meanwhile, in Britain the Salvation Army prepared to link up with its sister organizations on the Continent when the invasion got under way.

Heroism of Red Shield Ladies

Some idea of the size of the organization in this country is illustrated by the fact that Red Shield canteens attended more than 650 incidents during the flying-bomb and rocket attacks alone, serving something like half a million people amid the rubble of their homes. It was my good fortune to know some of these men and women who exchanged poke bonnets and peaked caps for steel helmets. Captain Aspinall, for example. We of the Auxiliary Fire Service in Dover called him the "Salvo chap." He could be relied upon to turn up at "incidents" before the bombing was over. Time and again one saw him driving through empty streets under long-range artillery fire from Calais and Boulogne.

"You see," he would explain to us, "I want a cup o' coffee myself; but it's no fun drinking by myself, so I come out an' have one with you fellows." By a cruel trick of Fate he was killed while serving tea, when a shell crashed into the Salvation Army H.Q. Then there was Captain Harvey, whom I saw win the B.E.M. burrowing for the wounded beneath a tottering building.

The young women of the S.A. drove their canteens into the firing lines: Adjutant Rita Strickland and Miss Esther Walker, attached to an 8th Army tank division, were at Foggia, Bari (where Adjutant Gaskin was killed when the Luftwaffe bombed the harbour and blew up two ammunition ships on December 2, 1943), at Ancona, Rimini and the Rapido. Many an 8th Army man remembers them. The elderly, motherly type, unable to rough-it, did no less to maintain morale. "Nag us a bit, missus," one dejected youngster said to a Red Shield Lady, "and make it seem like home." Within a couple of minutes he was wearing an apron and lending a hand behind the counter! It was little things like that which kept a tired man going.

THE social side of Salvation Army work—the nursing, hospitals and crèches, hostels and Missing Persons Bureau—is another story. Suffice it to say that the S.A. spent well over one million pounds during the War. Its work among Servicemen in one year alone provided the troops with ten million sheets of writing paper and one hundred and fifty million cups of tea.

What of the years ahead? In Britain the aim is to "meet the immediate demand in any field until new Government schemes come into operation." And abroad? The Salvation Army has an enormous task on its hands in Europe and Asia and in the Pacific. Its 2,500 Red Shield Clubs cannot hope to cope with the millions of under-fed, the disease-ridden and the homeless; they can cater only for the comforts of the Occupation Troops. The Salvation Army is the only international organization to have survived two world wars, and its two sections—Allied, and for want of a more suitable word, enemy—have linked up again for service in the common cause.

Salvationists on Home and Overseas Fronts

S.A. MOBILE CANTEEN UNIT was at hand with hot drinks for the rescue squad (top) shortly after an L.C.C. school at Lewisham, London, received a direct hit in a daylight raid on January 20, 1943 (see page 569, Vol. 6). At the same time, at the other side of the world, Australian troops were being served with coffee or cocoa and biscuits under the sign of the Red Shield, the S.A.'s "regimental" emblem (bottom) on their way to the forward area near Mubo, New Guinea. See also facing page.

Photos, Sport & General, Salvation Army

In Mukden After 7 Months' Russian Occupation

FOLLOWING THE WITHDRAWAL of Soviet troops in March 1946 Mukden, in Manchuria, was a centre in the dispute between Chinese Nationalists and Communists. A portrait of Chiang Kai-shek outside the Nationalist H.Q. (1). Notice in garbled English adds interest to U.N.R.R.A.'s offices. (2). Russians are alleged to have removed machinery from this wrecked factory (3). Trains to Mukden crowded with refugees (4)

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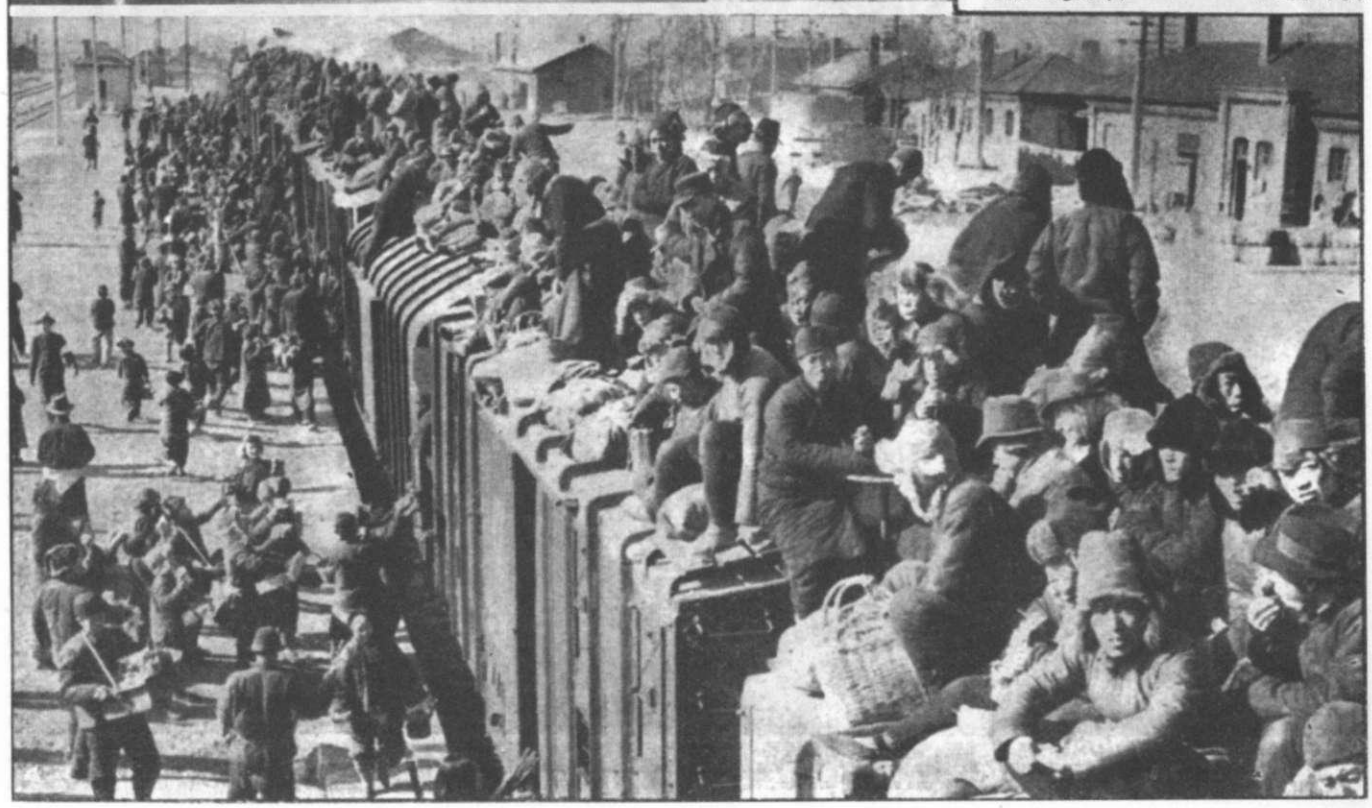

Japan's Emperor Makes a Break with Tradition

DIVINITY OF THE EMPEROR had been for centuries one of the tenets of Japanese religion, until "State Shinto" was disestablished by Gen. MacArthur, and the Emperor Hirohito himself denied his pretensions to divinity in a 1946 New Year message to his people. Later he broke completely with tradition by touring industrial areas in Western dress and mixing with the workers (1). At the Imperial Palace, Tokyo, the Empress Nagako visits girl workers in the grounds (2). The Emperor reads a copy of the U.S. service paper Stars and Stripes to his son, Crown Prince Akihito (3), and is seen leaving the Palace (4).

Photos, Keystone, Associated Press; drawing by W. G. Whitaker, by courtesy of The Sphere

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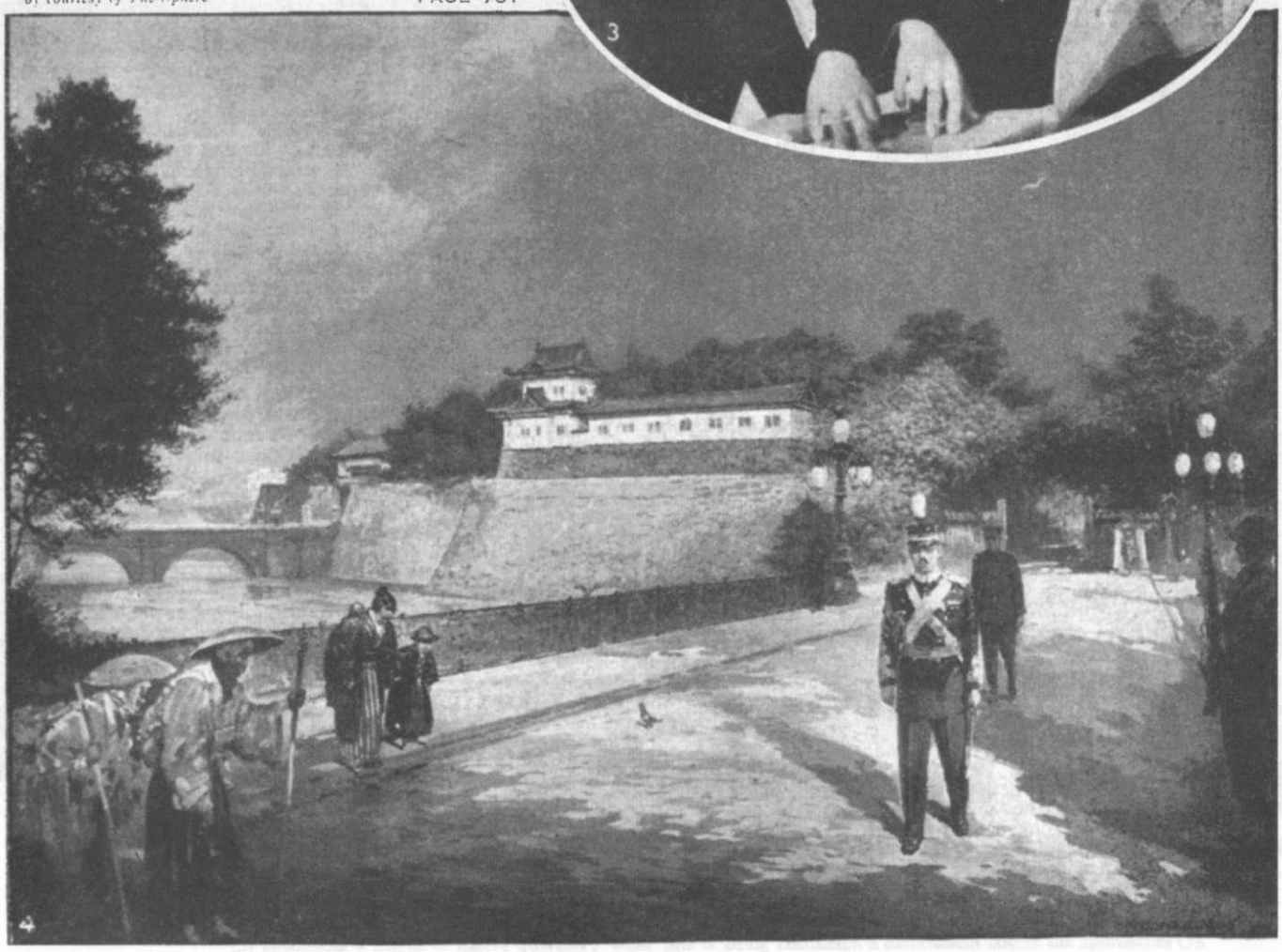


How Near to Winning Were the Germans?

An enormous mass of widely scattered documentary evidence must be collated before the strategic history of the War can be written in full. Meanwhile, a thought-provoking study of Nazi strategy by the Czech expert, Lt.-Col. F. O. Miksche, who was on General de Gaulle's staff, is examined here by Dr. EDGAR STERN-RUBARTH. See also pages 682-683.

THERE have been signs of a certain self-complacency gaining ground in Allied countries whereby it is taken for granted that sooner or later Hitler would have been vanquished, anyhow. This assumption is shattered by a thorough study of the whole problem of Nazi strategy which has been made and presented in a book titled Hitler's Strategical Errors.

The author, Lt.-Col. F. O. Miksche, now Military Attaché of Czechoslovakia in Paris, was on General de Gaulle's staff during the War and, through his earlier books Blitzkrieg and Paratroops (see page 588, Vol. 6), influenced the general concept of modern warfare. His new work is available, so far, in French only (Les Erreurs Strategiques de Hitler, Payot, Paris).

Miksche's thesis; in brief, is that Hitler had at least four major chances of winning, and a fifth of terminating the war without total defeat ; that, according to one's own reading, either a benevolent Providence or the Fuehrer's maniacal fixation upon political and prestige considerations prevented him from grasping these opportunities : and thus was humanity saved.

The Fuehrer's Right-About-Turn

According to Miksche, Hitler's missed opportunities were : (1) the carrying of his successful blitzkrieg in the East, in 1939, into a then unprepared Russia, there gaining and stabilizing the decisive victory he tried in vain to secure in 1941-1942 ; (2) the invasion of Britain, if need be with improvised means, immediately after the collapse of France ; (3) the conquest of French North Africa by pushing on through Spain and securing West Africa as a base against British emergency shipping around the Cape and against a future Allied landing operation in North Africa ; (4) with or without Franco's assistance, the turning of his subsequent African campaign into a major operation, saving Italy's Empire, conquering Egypt and the Suez Canal, and hitting at the British Empire in the Near and Middle East.

After having missed these four major opportunities of winning the War (all between September 1939 and June 1941), Hitler had another chance of not losing it completely, to say the least. This was by withdrawing in time—in the autumn of 1942, from which period he was in fact forced entirely on to the defensive—into the " Citadel of the Third Reich."

ANY one of these operations would have been fully in accordance with German military teaching from Clausewitz to Schlieffen and with the conclusions drawn by Ludendorff from the events of the First Great War. But at every turn the General Staff's suggestions, and Hitler's own lip-service to these teachings, were cast aside for political, psychological or propaganda reasons. The essence of all German military wisdom, always, had been the prevention of a major two-front-war ; yet that is, precisely, what the Fuehrer provoked.

Resolved though he was upon eventually acquiring the industrial and agricultural resources of southern Russia, he made a right-about-turn after the conquest of Poland. One may or may not agree with Miksche as to the likelihood of Hitler's persuading the Western powers to " non-intervention " in the event of his invading Russia at that time ; but by attacking Denmark, Norway, the Low Countries and France in 1940 he ensured the existence of a Western Front when he later turned again to the east and engaged the bulk of his resources in Russia.

Again, by launching his main drive eastward early in the War he would not have had to conquer the Balkans, where the aristocratic regime of Hungary, Rumanian ambitions in the Dniester delta, the old traditions of the Bulgarian rulers, and Prince Paul's Yugoslav set would have sided with a victorious attacker of the Soviet state. An isolated Turkey might then have been persuaded to come in on the side of Germany ; Finland would not have missed the opportunity to recover her losses or, presumably, still have been in the field ; the small Baltic states would have tried to

DISPOSITION OF GERMAN DIVISIONS before the Allied invasion of Normandy, showing preponderance of strength on the Russian front and armies still held in outlying regions by Hitler against advice of his generals.

preserve, or regain, their independence ; and, in due course, Russia might in turn have had to face the nightmare of a two-front war if Japan had seized her opportunity.

As to Hitler's second failure as a strategist, even if his preliminary assaults upon Norway, Denmark, Holland and Belgium had military justification of a kind, it was his triumphant strutting at Compiegne and Paris, the irrecoverable time wasted in completely annihilating the French forces, that lost him the chance of following up Dunkirk and the conquest of the Channel coast with a lightning invasion stroke against an unprepared Britain. Fascinated by prestige considerations, possibly afraid of a later recovery of France, he committed—as Miksche puts it—the same mistake as Moltke junior in 1914, and neglected the famous Schlieffen instruction, " Make me the right wing strong."

FOR the right wing, this time, was England. The author seeks in vain for an answer to the question why a surprise invasion, whose possibilities he impressively outlines, was not tried by an otherwise over-ambitious and daring Nazi strategy ; by means of parachute landings such as, in even more difficult conditions, were successful less than a year later in Crete ; by landings from any available, improvised craft, and so forth. He can find only psychological reasons—fear of the unfamiliar sea, British stubbornness, superstition perhaps.

Even less explicable, if possible, appears German strategy in the Mediterranean, in the light of this searching study. The Italian Navy outnumbered by far the British naval forces available in that vital area. With 200,000 Italian troops in the north, and another 300,000, all well provided with air cover, tanks and guns in the southern colonies, our forces were outnumbered by 10 to 1, and more than 20 to 1 respectively, in 1940, and by as many as 7 to 1 in December of that year when Wavell launched his first, devastating attack. Hitler might have had a victory, if he had bolstered up his unreliable allies not with the paltry 3 to 5 divisions of his Afrika Korps but with the army later wasted in the Balkans ; and if, instead of in March 1941, he had intervened in Libya in August 1940. The potential consequences —the cutting of Britain's artery, the invasion of the Near and Middle East, the menace to Russia from the south, even a join-up in India with the Japanese armies—would have justified any effort ; instead, he treated the African theatre as a side-show, and lost.

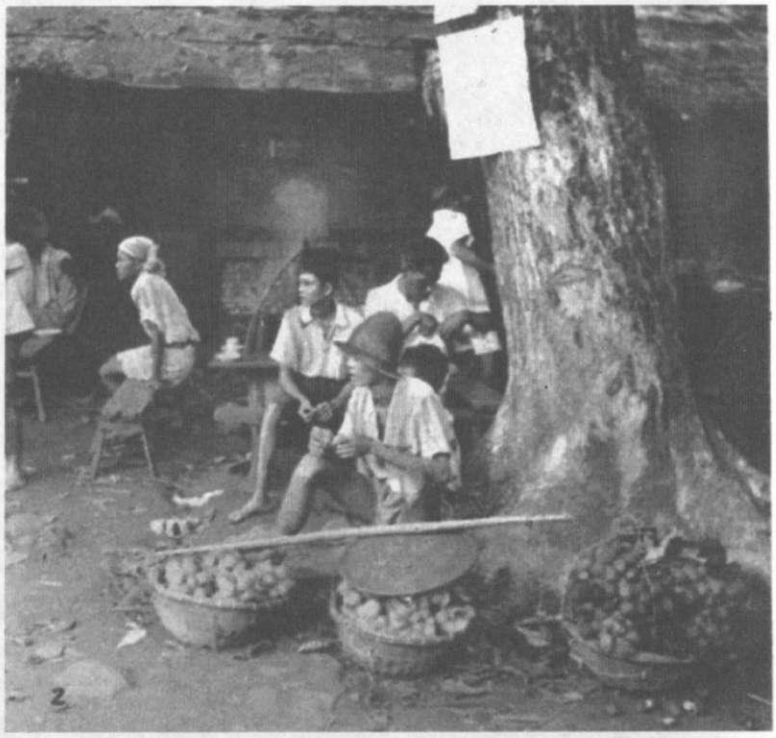
Mussolini's Aid Over-Estimated

Whatever Franco's official attitude might have been, a German march across Spain supported by Italian naval operations, and the penetration in bulk into North Africa, would have taken no more than 60 divisions : 30 for guarding France ; 15, or even a mere 10, for holding the Spanish lines of communication ; and another 15 to 20 might have been landed in Algeria and Tunisia by September 15, 1940. With the Straits of Gibraltar sealed, the western basin of the Mediterranean closed from Tunis and Bizerta ; Africa's coast down to Dakar a base for U-boats and planes, Rommel, instead of Graziani, in command, the prospect would have been even worse for us.

If the reason for Hitler's missing that Mediterranean opportunity was the growing conviction that he had over-estimated by far the military value of his ally Mussolini, his later doom in the east was certainly due to his under-estimating the industrial capacity and resilience of Russia. That is his only excuse for having systematically rejected the advice of his generals for a timely shortening of his lines—possibly, as Miksche shows, in four different ways, by which the 3,700 kilometres of the line at the time of Stalingrad would have shrunk to 1,800, 1,650, or 1,500 respectively, and the 230 divisions he then needed for a mere holding fight have been reduced to between 95 and 110.

This, and this alone, would have given him the " masse de manoeuvre," the fresh reserves of between 50 and 100 divisions which were lacking to him at any time after the winter of 1941-42. With these he could have reinforced any menaced point, and might have prevented an Allied breakthrough into his huge inner fortress, embracing Denmark, Holland, Czechoslovakia and a large part of Poland, and surrounded with partly natural, partly well-planned outer defences from the Pripet to the Carpathians, through Yugoslavia and northern Italy, and along the Alpine ranges.

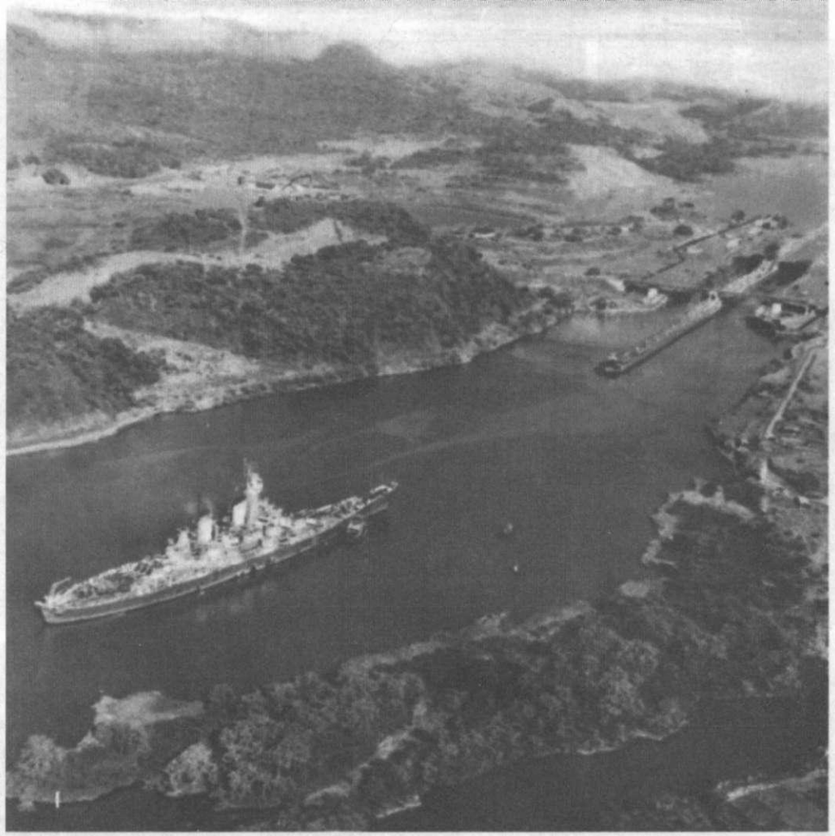
CHURCHILL, on September 28, 1944 (and Montgomery a fortnight earlier) rightly pointed out how much we owed " to the extraordinary blunders of the Germans." The author of Hitler's Strategical Errors does not neglect the vital importance of one date in the War—September 15, 1940, when Goering lost 185 out of 500 planes attacking London, and the British fighter force lost 25 machines and 11 pilots. " In the history of the world," says Miksche, " one does not find another victory won with such small losses and securing such a lasting success."

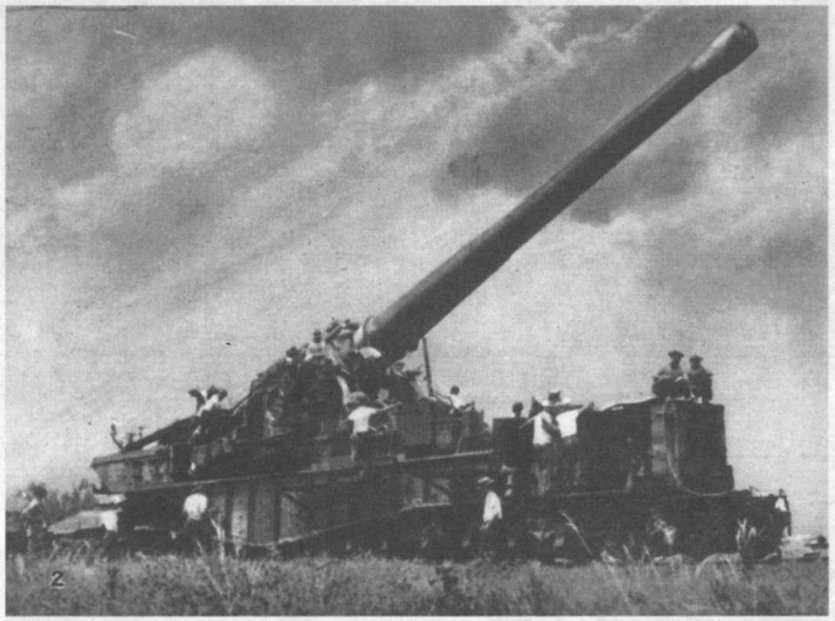


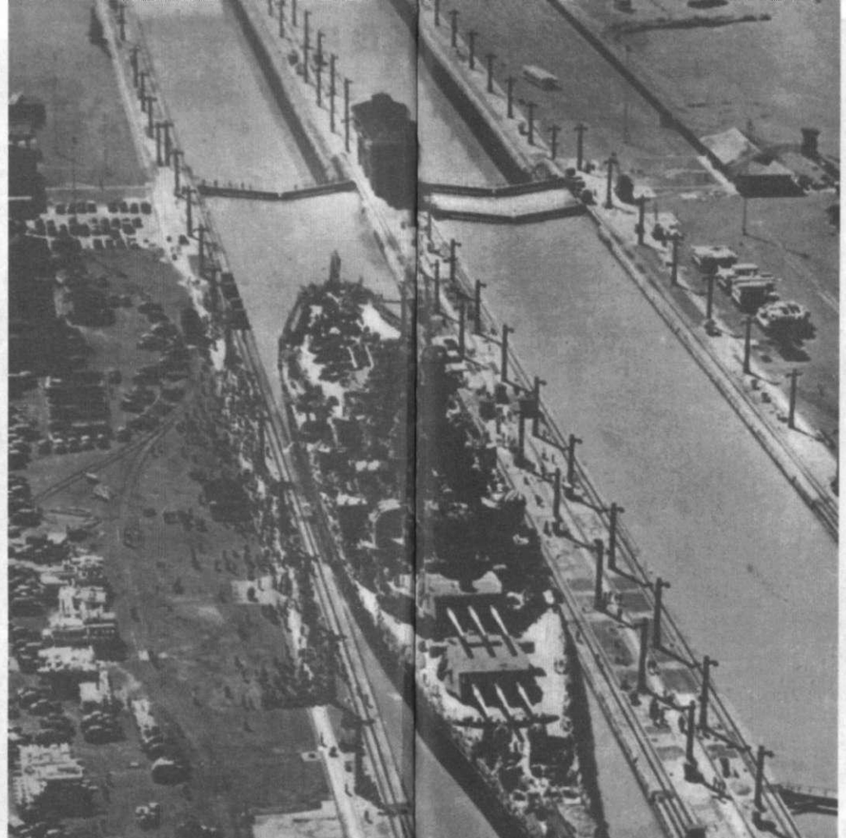
Photos, British Official

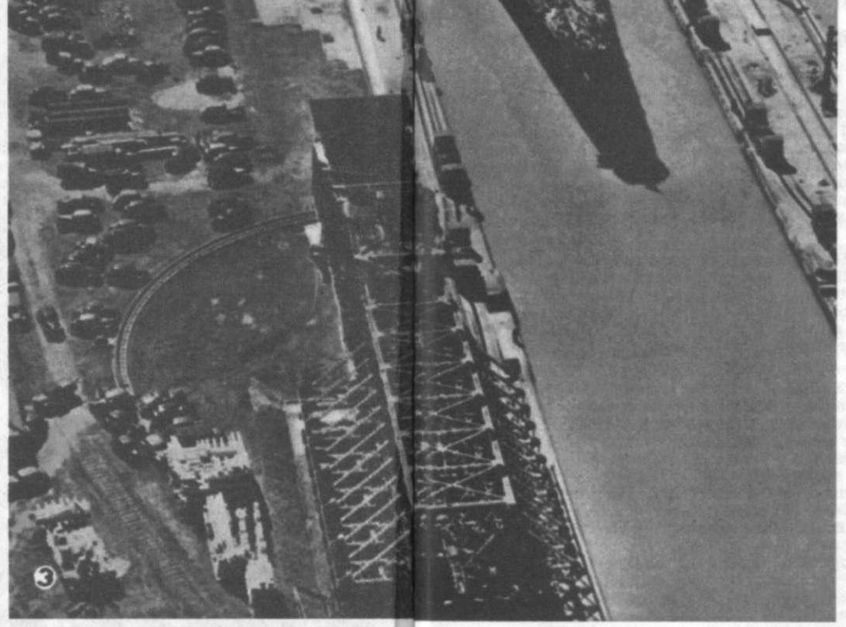
R.A.F. Regiment on a Weapons-Hunt in Java

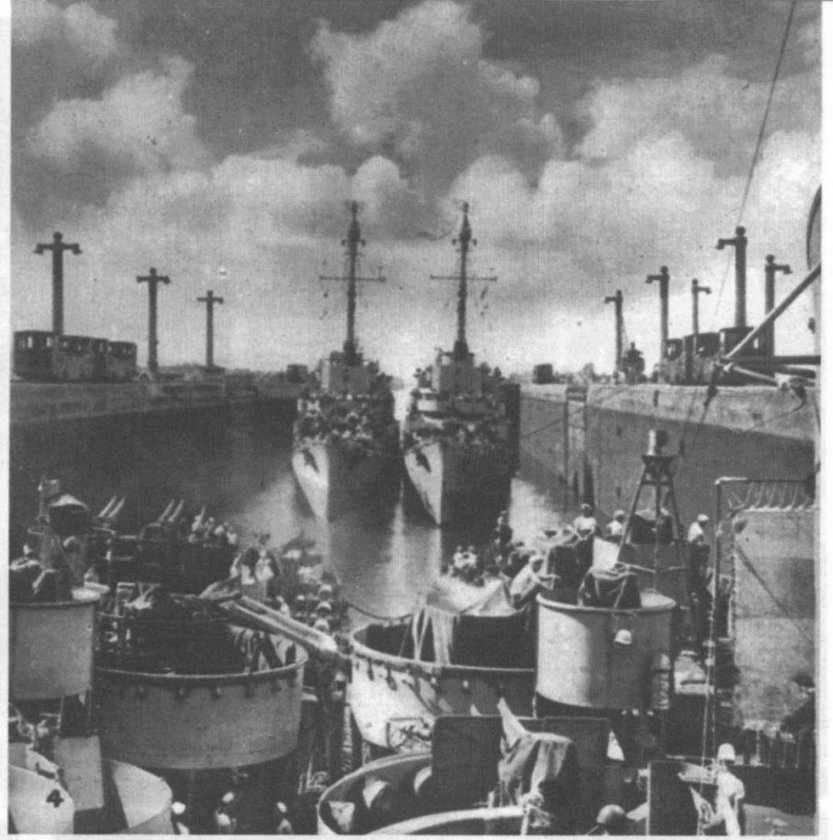
Tasks of British troops in the capital, Batavia, were "made more difficult by the fact that certain extremist elements had seized arms from the Japanese," declared Lieut.-Gen. Sir Montagu Stopford, Allied C.-in-C. Squadrons of the R.A.F. Regiment have collected a varied assortment of weapons (1). Official notice printed in Indonesian and nailed to a tree (2) announces a search of native quarters; while this is being conducted a detachment covers the approaches (3).

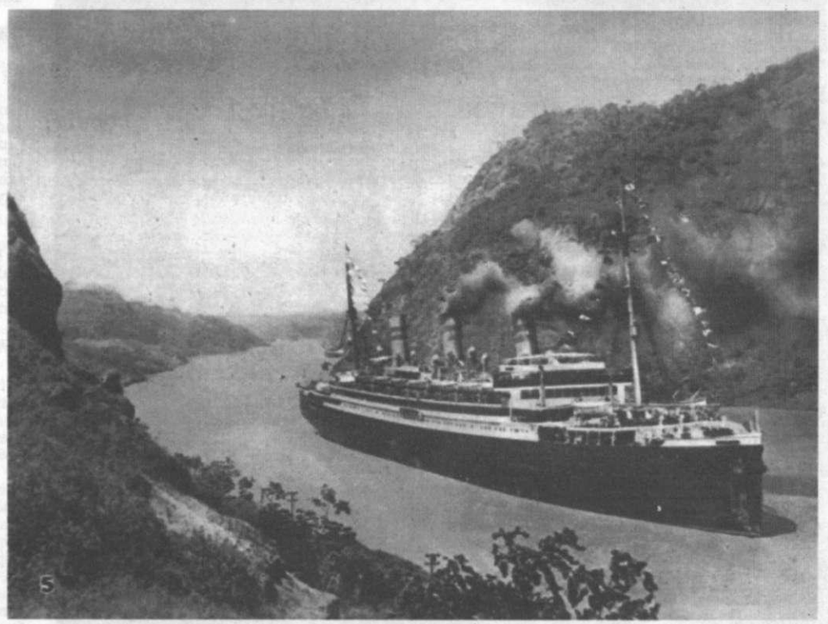












Panama Canal Reopened to British Shipping

When Lend-Lease ended, in 1945, our Ministry of War Transport imposed a ban on the use by British merchant ships of the "Big Ditch," to save dollar currency: in one year alone—1940—Britain had paid about £1,250,000 in Panama Canal tolls. In March 1946 the ban was lifted, enabling our ships to travel again between Britain and New Zealand and Australia by this short cut. The Canal helped immeasurably in the prosecution of the War at the end of the long Pacific supply-lines. Tens of thousands of troops made the passage, vast quantities of supplies, aircraft carriers and battleships such as the Missouri (1), which just managed to scrape through each of the three systems of locks (3). A big battleship requires ten to eleven hours to complete the 50½-mile passage. Wartime defence of the Canal Zone included this 14-in. railway gun (2).

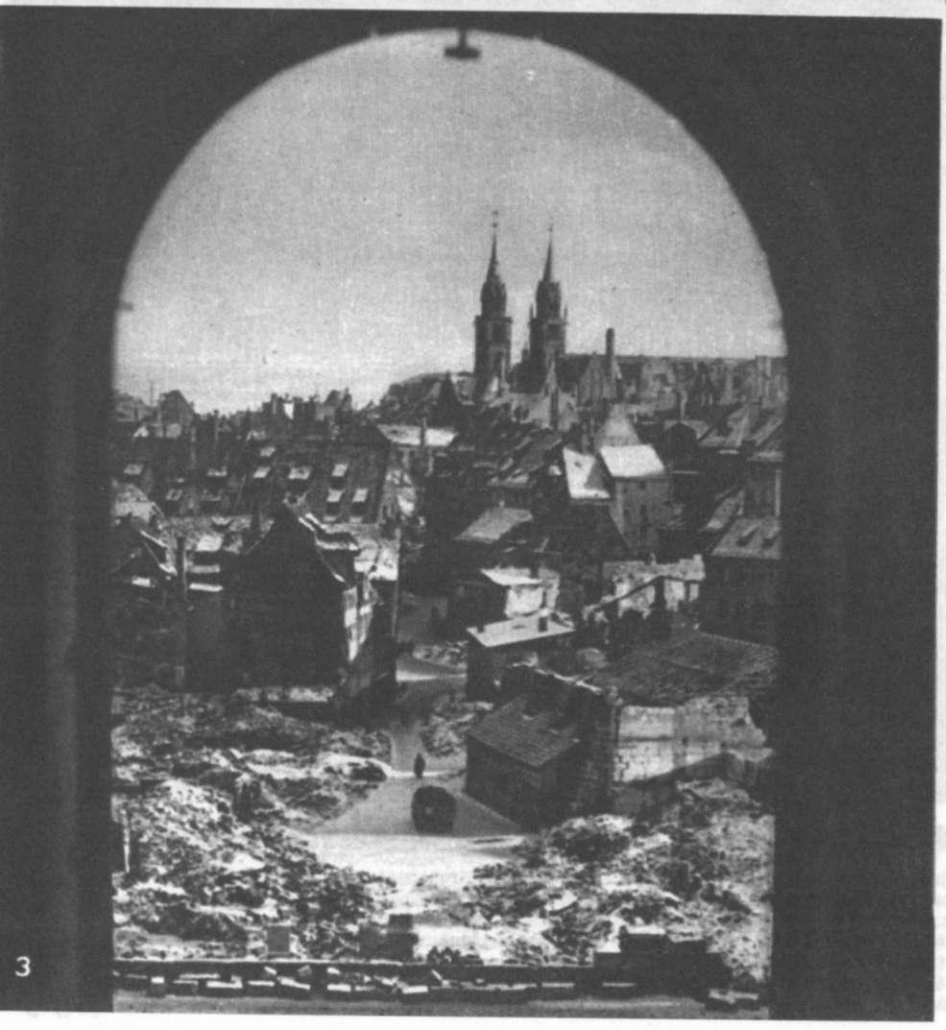
Photos, New York Times Photos

'Big Ditch's' Part in the Allied Victory

More than 23,000 vessels went through the Canal during the period July 1, 1941, to June 30, 1945, cargo amounting to 45,000,000 tons. Between January and July 1945 nearly 1,500,000 tons of Army cargo alone passed from the Atlantic to the Pacific. Four destroyer escorts are seen in a lock chamber (4), with space to spare. It is only the very big ships which cause misgiving; U.S. carriers of the Medway class are too wide to negotiate the locks, and plans for another set, capable of accommodating any vessel that can be visualized at present, are being reviewed in the light of war experience. The Culebra (now called the Gaillard) Cut (5) was a long and crucial problem in the construction of the Canal, which was opened to commerce in 1914 and shortens the sea journey from Liverpool to San Francisco by 5,666 miles.

1

2



3

Ancient Nuremberg in the News Today

It was as the gateway through which rich trade from Italy and the East passed to Northern Germany that Nuremberg, a city of Bavaria and now site of the Nazi war-crime trials, won prosperity in the Middle Ages. In modern times its commercial importance was maintained, large factories being built outside the city walls; and under Hitler it gained notoriety as scene of the annual Nazi Party Rally.

The city's medieval aspect remained, in old walls and gateways, irregular streets and picturesque gabled houses, almost unimpaired, until the great R.A.F. raid of January 2, 1945, in a matter of twenty minutes laid most of Nuremberg in ruins.

In addition to being a commercial centre, Nuremberg was world-famous as "the home of German art," largely through the influence of the artist Albrecht Dürer (1471–1528), whose house was preserved as a museum and a centre of attraction for tourists: the house at the outbreak of the War (1) and as it is today (2). Though its ancient timber has been largely destroyed the stone and other framework remains, giving grounds for hope that some happier day, when a new Nuremberg rises from the debris (3), this fine old Gothic building where many of Dürer's masterpieces were completed may take on a semblance to its former state. See also pages 47 and 596.

Drawings by W. G. Whitaker by courtesy of The Sphere; photograph by Associated Press

Odyssey of a Brigadier

A Review by HAMILTON FYFE

WHY are escape stories always read with close interest—whether they are of convicts escaping from gaols, or democrats running away from gestapos, or prisoners of war eluding the watchfulness of their guards and making for the open country ?

They are popular, these stories, because all readers can put themselves imaginatively in the places of the fugitives. Just as girls in factories, shops or offices like novels which tell of drudges who became duchesses, so we all like a tale, true or made-up, which helps us to picture ourselves as going through adventures, taking risks, defying authority, and finally triumphing over all obstacles and regaining freedom.

Among the many books I have read about escapes from prisoner-of-war camps or fortresses I don't remember any that gripped my interest more tightly and at the same time stirred my feelings more deeply than Farewell Campo 12 (Michael Joseph, 10s. 6d.), by Brigadier James Hargest, C.B.E., D.S.O., M.C. This has now gone into a second edition and will probably, if paper supplies permit, run into several more. Its charm lies very largely in the personality of the writer, who was killed in France soon after our invasion began in 1944.

He was a New Zealander. He had fought in the 1914-18 war, then farmed in his own country and become an M.P. there, then taken a distinguished part in the 1940-41 operations in Greece, Crete and North Africa. He had the bad luck—it really was that—to be captured towards the end of the latter year. The troops he commanded were suddenly surrounded by masses of tanks ; the only alternative to surrender would have been wholesale massacre.

All One Hates Most in the World

At first Brigadier Hargest felt being captured so overwhelming a disaster that for a while his mind could hardly grasp what it meant. It seemed quite impossible that " one's command, one's freedom, one's right to think for oneself could have been taken away and that henceforth one must obey the dictates of those representing all one hates most in the world." Like every soldier who goes into battle, he had foreseen possibilities of death, wounds, incapacity, but had " never for one moment thought of capture."

> Now I was caught. But with full realization came simultaneously the determination to escape. That never for a moment left me during the next sixteen months.

Of the Germans, who captured him, he speaks well. Rommel spoke to him coldly, but courteously, though he stupidly took offence when the Brigadier did not salute him. (" I was in the wrong, but I stuck to my point," which was that he was under no obligation to do it.) Of the Italians, to whom he was transferred, Hargest formed a very low opinion. There was a major, " plump, dapper, beautifully dressed, with a tongue that chattered like a monkey's all the time." There was a prison commandant, " talkative, gesticulating, useless," who was also a liar. There were the crew of a ship carrying 2,000 British prisoners who abandoned it—and them—in a panic and tried to row away. Fortunately they were ordered back in time and sailed the ship to port.

Hargest was a good hater. He so heartily detested one of the Italian officers placed in charge of prisoners that " I have always hoped he had a perfectly hellish life afterwards, being hounded from place to place by British troops and British aircraft till at last one of the latter dropped something right on top of him." On the other hand, tribute is paid with warm-hearted gratefulness to anyone, friend or enemy, who behaved kindly. The Italian naval officers were far more sympathetic than the military, and army doctors received very good marks.

Of the French peasants and railway men who took care of him later, when he was on his way to Spain, and of several Spanish folk who helped him, the Brigadier speaks with genuine affection. Everyone with whom he came into contact liked him. He responded by opening his heart to them. Over and over again he tells how partings from those who had sheltered and guided him were " such sweet sorrow "—sweet because freedom lay ahead, sorrowful because they knew they would not meet again.

Touched Rock-Bottom in Misery

When he reached the Spanish frontier after his long journey through France, he looked back sadly, yet with joyful mind, remembering " the band of men and women who had cared for my safety with completely selfless devotion. They had exposed themselves to punishment, to certain death, if they were caught, and each one of them had spurned reward. . . . They had all said the same thing ' I am a patriot. I do it for France.' " Looking back thus, Hargest felt that he would in future wear the Legion of Honour, which had been conferred on him in 1918, " with a deeper understanding of the mystical quality that is called the Spirit of France."

It happened that a number of general officers had been taken prisoner about the same time in Africa. They were eventually lodged in a *castello* on the hills above Florence, a fortress of unusual strength, built, ironically as it turned out, by an Englishman in the early part of the 19th century. How its inmates now cursed the fancy that had made the place, with its immensely thick walls and battlements and solid masonry, so suitable for a prison !

BEFORE he arrived there, Hargest had some most uncomfortable hours. In one camp on the coast of North Africa scarcely any of the ordinary decencies of life were provided. " Even eating and drinking presented difficulties, as we had few spoons or knives and forks among us, and drinking vessels were rare. It was an unforgettable sight to see 70 British officers clambering over a large Italian refuse dump, seeking anything that would hold liquid—old tins or bottles, and pieces of tin that could be cut into the shape of spoons." That afternoon they " touched bottom in misery," he says. But I feel sure he must have had some fun out of it, too.

Brigadier JAMES HARGEST, C.B.E., D.S.O., M.C., New Zealand M.P., whose escape story Farewell Campo 12, is reviewed here. He was killed by a shell-burst in Normandy, August 12, 1944. PAGE 787 *Photo, Topical*

As soon as he had settled down to the dull daily routine of the *castello* the Brigadier began planning an attempt at escape. Several of his companions were doing the same thing. Two generals, whose combined ages came to a hundred and ten, managed to break out and walk for seven days, doing more than twenty miles a day, carrying heavy packs over mountainous country, before they were recaptured by the Italians.

One great difficulty was making-up costumes that would pass muster, when they were on the road, as unobtrusive civilian dress. Hargest decided to look like a French or Italian workman. Clothes could scarcely ever be bought, so jackets and caps were made out of army blankets. Then came the problem of trousers. They had to be blue. The Brigadier had only the old battledress trousers in which he had been captured. He had to find some decoction which would dye them blue.

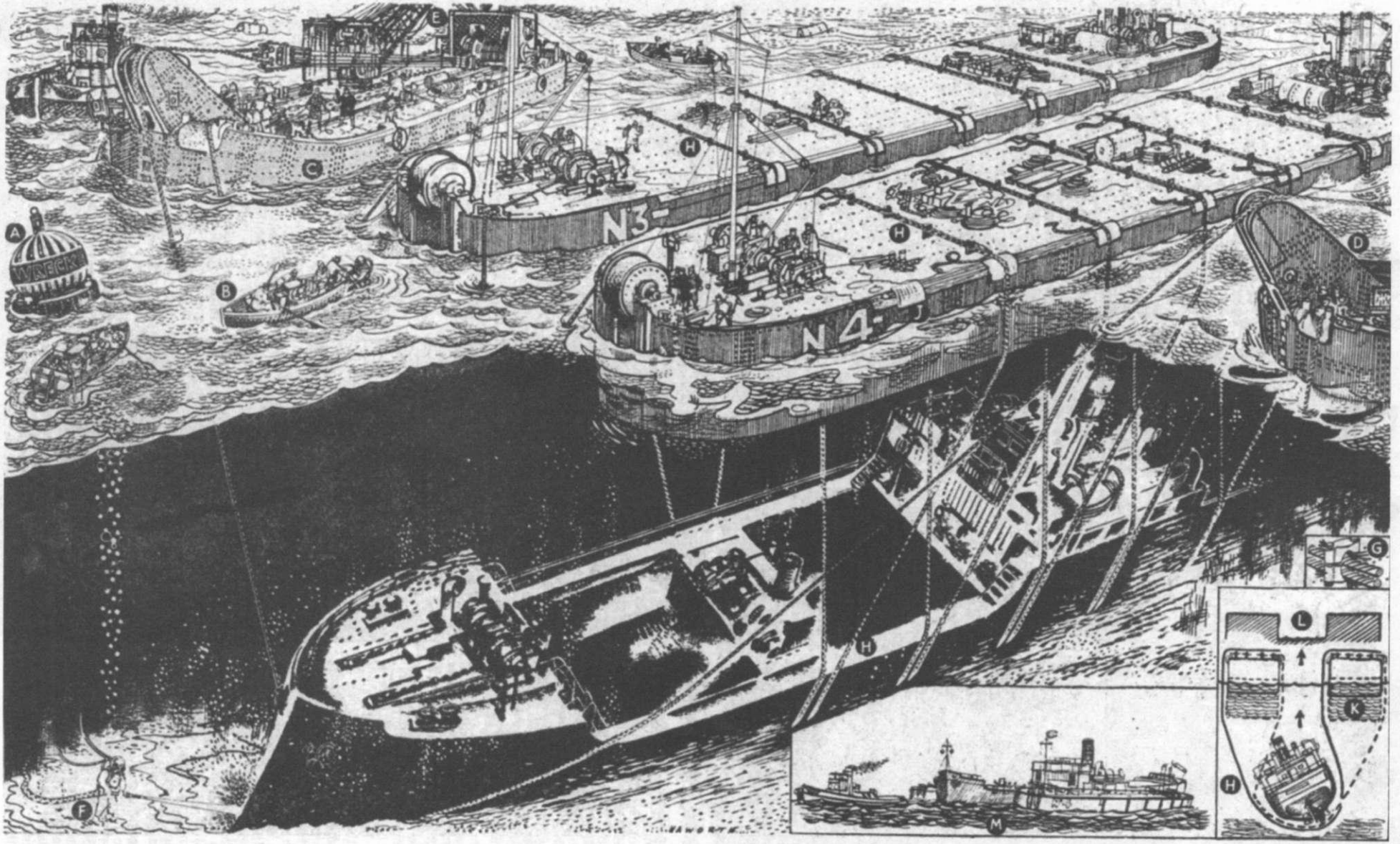
GREEN walnuts, tea, coffee, " Condy's Fluid " and various berries were tried without success. Then, at last, boot polish and a bottle of ink did the trick. This mixture was brewed in a bedroom jug and poured into a bath. It turned everything in sight blue ! And all he had to clean up with were an old brick and some soap. His hands were blue for days ; he had to wear gloves to ward off suspicion.

Another headache was the necessity for forging identity cards that would deceive the police. One of the prisoners set to work on these and " rose to superb heights, from which the fact clearly emerged that, if he had not chosen to be a respectable major-general, he might have had a successful career " in the ranks of crime. His hobbies were sketching and painting, so he was allowed to have brushes, fine pens, paper, inks and colours. He copied an Italian identity card exactly, matching the paper, reproducing the crest, stamp-markings, print and the signature of the issuing official.

Excavated With Infinite Pains

He also provided photographs for the cards, by picking out from a gramophone catalogue portraits of singers which would pass for portraits of the fugitives. By a lucky chance the size of these and the paper they were printed on were like the portraits on the cards. Six of the latter were produced, so good that " it was impossible for the lay eye to tell the counterfeit from the original."

The escape was made through a tunnel excavated with infinite pains and hidden from observation with astonishing ingenuity. Eventually they reached Switzerland and thought their long ordeal was over. But they were mistaken. After a while the Brigadier's friend went off to Spain—and died there. Hargest felt he must follow and find out what had happened to him. So once more he started on a long journey, through countries more or less hostile, where he could only hope to avoid arrest by being passed on from one sympathizer to another. He came through this second severe test of nerves and physical endurance and arrived back in England. But he was never to return to New Zealand, his homeland. He lies buried in a little French churchyard at Roncamps, in Normandy.



THE SALVING OF WRECKS IN THE PORT OF LONDON is the responsibility of the Port of London Authority (see facing page). Through the courtesy of the P.L.A. Salvage Department our artist Haworth witnessed an actual operation in the Thames, and this drawing was made from sketches done on the spot.

The scene of the wreck is marked by a buoy (A) flashing a green light. A diver (B) is sent down to make an examination, and on his report the raising operation is planned.

The vessel shown here is of about 5,000 tons, and most of its cargo of coal has been removed by mechanical grabs. The remaining hull, plus mud and sand, weighs about 1,000 tons under water. A 9-in. wire hawser is worked underneath by two 120-ton lighters (C) and (D), by means of their powerful winches (E). Sometimes mud obstruction is cleared by a diver using a high-pressure hose (F). Next, lighters N3 and N4, each 160 ft. long and able to lift 1,200 tons, are manœuvred over the wreck, and in about 90 minutes 1,200 tons of water are pumped into each of them until they are low in the water. Six pairs of 9-in. wire hawsers now need to be worked into position and clamped across their decks, the clamps (G) being given extra grip by the insertion of coir rope. Each pair of hawsers is arranged as at (H), the wreck being cradled in six double loops, the strain taken by the steel gunwale plates (J).

When all this has been completed, water is pumped out of the lighters so that they lift the wreck from the bed of the river (K). Using the rising tide as at (L), the group of vessels is towed to a beaching point until high water. The slack of the 9-in. hawsers is taken up on the ebb tide, ready for the next flood tide lift. At each tide the wreck is raised farther until water can be pumped out of undamaged holds, thus securing partial buoyancy (M), further buoyancy being provided by the two big lighters. Then the wreck is towed to the beach, where temporary repairs enable her to reach dry dock.

How London River's Salvage Men Beat the Blitz

Fine feats of wreck-raising were performed by men of the Port of London Authority's Salvage Service. Nearly 40 war honours were won in this tremendous task of keeping the Port open for seaborne supplies under aerial bombardment and whilst the Thames bridges were being singled out for special attention. How this was achieved is told by Capt. MARTIN THORNHILL.

WHILE marine engineers and scientists were grappling with the impending problem of how to cheat the deeper seas of their wartime prey, divers and salvage men were already at work in home waters. They were battling with strong currents, cutting through decks and bulkheads with oxy-acetylene apparatus, risking death from low-level air attack, from explosion, and the fouling of rescue and breathing gear.

Almost without pause from the commencement of the War to its end, marine salvage experts were toiling in the Thames and its approaches. From the first mine laid in 1939 to the last V2 fired in 1945, the blocking of this vast sea terminal was prominent in Germany's plans. Roads, railways, airfields, the focal points of troops—all these were priority targets, but none suffered the incessant, concentrated punishment which was meted out to the Luftwaffe's No. 1 objective, the Port of London.

Braving the heavy shore and air defences, the enemy succeeded in sinking or damaging hundreds of ships and small craft which were vital as carriers of food and supplies. To salve these vessels for return to duty and keep the channels and Port open for seaborne supplies were responsibilities of the Port of London Authority. The story of how these responsibilities were shouldered begins, appropriately enough, with that small but efficient pre-war body of first-aiders of the sea, the Mooring and Wreck Raising Service. At the request and with the practical support of the Admiralty, the Port of London Authority now took the whole of the Thames Estuary under its wing, supplementing the Wreck Raising Service with a special Salvage Corps of officers and crews.

AND none too soon. Barely two months after the outbreak of war the enemy made history by laying the first magnetic mine from the air, in the Thames Estuary. Thenceforward the practice went on daily, or nightly, with peak efforts at frequent intervals. In the winter of 1940 magnetic mines were rained on the docks and tideway as far upstream as Richmond, and a large number of vessels which had escaped the magnetic menace in the estuary met at least a temporary fate by way of H.E. and incendiary bombs.

But the Luftwaffe had reckoned without the Salvage Department. By the end of 1940 the Department had dealt with over forty sunk or damaged ships and hundreds of smaller craft. It was a battle with time as well as the enemy. Fifty-four craft were raised within six weeks, and not once during this or later periods was any ship prevented by obstructed channels from proceeding up or down river, although five vessels might be sunk in the estuary in a single day.

The strain on the men was terrific. Again and again exhausted personnel, ashore for a brief rest, were recalled for urgent duty on the salvage vessels which were in constant danger of enemy attack, not to mention the incessant threat of mines. To add to the difficulties, normal means of communication were often disrupted.

While first-aid was being rendered to a casualty aground in the estuary, the Salvage Officer spotted an enemy reconnaissance plane obviously photographing the proceedings. When the aircraft had gone the officer decided to move his "patient" at once. With the help of other craft he succeeded in towing the vessel to a bank about four miles upriver. That night the enemy revisited the original scene in force, and dropped flares; but, finding no target, went home again, no doubt to slate the observer who had so confidently sent them on a fruitless mission.

Civilian Crews' Non-Stop Fight

"Incidents" followed one another in such quick succession that it seems unfair to make selections. Salvage crews fighting fires in bombed colliers were hindered but not deterred even by exploding ammunition. There was the 5,000-tonner mined off Southend in 1940. Broken nearly in two by the explosion, she was almost abandoned as a total casualty. In normal circumstances she certainly would have been. But these were abnormal times; the nation's need was such that everything possible must be saved. The maximum gear was mustered, the vessel raised and repaired; and in November 1942 she was helping in the North African landing.

The craft engaged in the reorganized Salvage Service were admirably adapted for their tasks. Steel bridge protective works and high-angle guns, employed to good purpose on a host of occasions, provided at least some measure of safety for these civilian crews slogging away in their non-stop fight to save and return the casualties to their urgent occasions. Superbly equipped, the salvage vessels carried divers and up-to-date diving apparatus; powerful salvage pumps and auxiliary craft were always available.

Yet there could be no text-book or rule-of-thumb for specific or even general guidance. Every wreck had its own peculiar problems, to be tackled and settled by the Salvage Officer's own experience and resourcefulness. It was experience which later on contributed valuable expert personnel and gear to the "Mulberry" scheme and the site at Arromanches (see pages 430-434 and 710, Vol. 8).

Thousands of Londoners are unaware that several of the Thames bridges also suffered considerable bomb damage. Lying in the Port of London area, these also were singled out for special enemy attention. In all, they were involved in twenty-one incidents, yet never was more than one of the busy river crossings closed at any time. Two bombs shut down Blackfriars Bridge for two days.

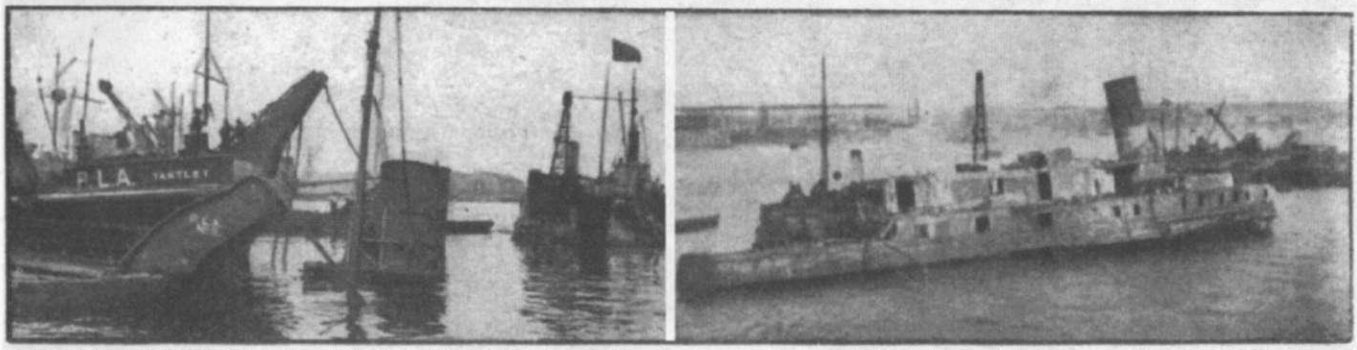
Although it suffered extensively from blast in 1940 and again in 1944, London Bridge was never out of action; which was fortunate, for about 24,000 vehicles use the bridge in an average twelve hours. Southwark Bridge was six times involved; the worst occasion was in May 1941, when a high-explosive bomb destroyed the north arches and closed the bridge for eight weeks.

Tower Bridge suffered most damage. Even in normal times this is London's most expensive bridge; over £31,000 is spent in a year on repairs, cleansing, staff wages, and hire of a steam tug in case of emergencies—about twelve times the upkeep cost of London Bridge. In 1940 Tower Bridge's high-level bridge was struck by a bomb which cut the hydraulic mains and put the road bridge out of action for six days. In April 1941 a parachute mine on the foreshore damaged the bascule and towers, the residences, cabins and engine-room; that incident closed the bridge for another four days.

IN August 1944 Tower Bridge was "out" again for three days. In the previous month a flying bomb fell on the bridge's tug, the Naja, destroying her completely. Her crew of four were being relieved, the captain and engineer had just gone ashore, leaving the mate and stoker aboard. These, together with the fresh crew, were all killed.

Fired by a traditional sense of duty as high as that in any of the Services, P.L.A. men never cracked. Fair weather or foul, they were determined to keep the Port and its services open for the nation's weal. Nearly forty war honours have gone to men of the P.L.A. Salvage Service. Against the retaining wall of Island Gardens, North Greenwich, is a sad little cemetery where sunken craft beyond repair were temporarily dumped. Over them flutters the green wreck-marking flag. Every shattered pile, every battered wharf likely to obstruct navigation, is thus marked, and at the height of the War the Harbour Service nearly ran out of green bunting.

Since the outbreak of the War the Authority's Salvage Department has raised 32 vessels approximating 82,000 gross registered tons. All but one of 50 ships, totalling 208,000 gross registered tons, have been rendered major salvage assistance by patching, pumping and refloating. The number of smaller craft, including tugs and barges, raised from river and docks, reaches the astonishing aggregate of 252.



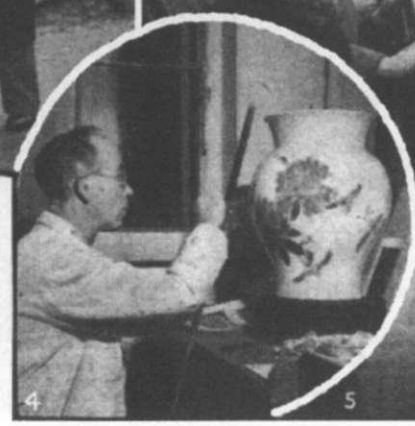
AFTER A DIRECT BOMB-HIT, in July 1941, H.M.S. Helvellyn, paddle minesweeper, was practically submerged in the Surrey Docks (left). Thanks to the efforts of the Port of London Salvage Department the Helvellyn's stern was later beached at Millwall (right). Feats of salvage and removal of wrecked craft of all types, to keep the Thames and its estuary open to shipping during the Luftwaffe's attacks on the Port of London, are recorded above. More than 300 vessels had been dealt with since 1939. See also facing page.

Photos, Port of London Authority

From Europe's Battlefields to Salvage Depot

AT VILVORDE, NEAR BRUSSELS, is one of the largest dumps of battlefield litter in all Europe. Thousands of abandoned and unserviceable guns, armoured vehicles and trucks are collected there, to be broken up and transported in barges to Antwerp for shipment as scrap metal to Britain. Part of the depot (1), with fragments of vehicles (2). British 17-pounder guns (3) awaiting shipment at Antwerp, where (4) scrap is being loaded. See also page 427. *Photos, British Official*

Dresden Facing Up to Reconstruction Problems



CENTURIES-OLD GERMAN CITY and capital of Saxony, famous for its art collections and the delicacy of the china made here Dresden's reconstruction is now under way. The town was target for several Allied air attacks, including a fire raid on Feb. 13, 1945, when 650,000 incendiaries showered down. Workers board trams amid the debris of Johannestrasse (1). German architects with plans for the new city (2) survey the ruins to select sites. Builders busy at the Zwinger Art Gallery (3). In the Royal Porcelain Works at Meissen (4), near Dresden, production of the famous china has restarted. Townspeople who voluntarily give up their Sunday rest to help in clearing bomb damage are served with soup (5).

I Was There!

Eye Witness Stories of the War and After

How We of the Naval C.S. Handled the Convoys

"Being in all respects ready for sea, you will weigh and proceed in accordance with the following orders." Many times during the War these words were read by Merchant Navy Masters when given their final sailing instructions by the Naval Control Service. The inside story is told specially for "The War Illustrated" by Lieut.-Commander J.W. M. THOMPSON, R.N.V.R.

Lieut.-Commander J. W. M. THOMPSON, R.N.V.R., of the Naval Control Service, relates his experiences of the wartime shepherding of merchant shipping.

BEFORE the commencement of hostilities in 1939 a special department had been established at the Admiralty to be responsible for the organization of all Merchant Shipping movements. Trade Division, as this section was known, was represented in every major Allied port in the world by a Naval Control Service Officer (N.C.S.O.). At neutral ports other arrangements were made.

In September 1939 I was appointed to the Thames Naval Control at Southend, and soon found myself attached to the Convoy office, which was in the charge of a Commander R.N. It was a matter of pride in those early days that the first convoy left the Thames only two days after war had been declared. Our motto was "Sail Ships"—and we did! I remember a day in March 1940 when over 2¼ million tons (gross) of merchant shipping sailed from the London river—a record that, I believe, was never broken.

The organization at an Assembly Anchorage differed from that at a Loading Port. At the former, the N.C.S.O. relied entirely on signals received by wireless or teleprinter from other ports indicating what ships were sailing in their convoys, and he would thus be able to judge what ships were likely to arrive in time to sail from his own anchorage in the convoys that were already scheduled to sail. At a terminal port, however, the N.C.S.O. maintained close liaison with the Ministry of War Transport and the Port Authorities, so that completion dates of loading and discharge could be forecast and arrangements made for the ships' inclusion in the next suitable convoy.

Most convoys ran in regular cycles and were designated by numbers. For instance, "FT37" indicated the thirty-seventh southbound convoy from the Firth of Forth to the Thames, and these convoys, sometimes 9 knots, sometimes 7 knots, arrived almost daily. Many of the ships were loaded colliers bound up-river, but the majority of ocean-going tramps required onward routeing to Canada, South America, India, or Australia. We, having prior knowledge of their expected arrival, would be able to allocate the ships to their respective ocean convoys. Some ships would be sailing on the day they arrived, others would have to remain at anchor for four or even six days for a South Atlantic or Mediterranean convoy. Each ship was boarded by an officer on arrival and the Master told, in confidence, what would be his probable sailing date; certain details of the vessel were also obtained for use in the Convoy office.

THE Admiralty, or local Commander-in-Chief, had already promulgated convoy programmes after provision of Naval escorts and air protection had been arranged, and every N.C.S.O. concerned would know some days in advance what convoys were sailing, when, to which destinations, and the minimum speed of ships eligible for each convoy. From the details provided from other ports by signal and from information received from the London Docks, we at Southend were able to prepare a skeleton convoy cruising order of the next ocean convoy—the "Ocean Broad Front," as it was known.

Normally a Naval Commodore, with a signal staff, was embarked in a ship having good navigational aids and accommodation, and this vessel was positioned as the leader of the centre column of the convoy. Should the Commodore's ship be disabled, we appointed a Vice-Commodore to take charge, and also a Rear-Commodore in the possible event of the Vice-Commodore also being sunk or damaged. These were both Masters of two of the ships in the convoy.

Ocean convoys were always formed on a broad front, the number and depth of columns varying according to the number of ships. The Convoy officer allocated a definite position in convoy to each ship, and this was indicated by a system of Pendant Numbers—the pendants being flown by each ship on sailing. In this way Masters of all vessels could identify their relative positions in the convoy, and the Commodore and escorts were assisted in maintenance of control over the convoy as a whole. The Commodore's ship would be still further identified by the flying of the Commodore's Broad Pendant—a blue cross on a white background.

British ships with good navigational aids were usually chosen as column leaders, especially in the early days of the War. Ships with valuable cargoes (explosives, military stores, or petroleum products) were given centre "safe" positions; ships fitted with balloons were staggered so as to give the maximum protection to the convoy as a whole; ships with the best A.A. weapons were similarly placed; and vessels with anti-submarine armament and anti-torpedo nets were stationed in the wing columns and in the rear of columns.

At the Conference of Masters

Consideration was also given to the relative sizes of ships ahead and astern, and ships breaking off for intermediate ports were so placed that they could leave the convoy without causing confusion. Allowance was also made for ships from intermediate ports which might join the convoy at sea either singly or in a group.

Owing to the fact that most anchorages were protected by an anti-torpedo boom with a narrow "gate," and also to the restricted width of the war channels, the convoy could not form up on a broad front until clear of confined waters. Diagrams were accordingly included in the convoy orders (and explained at the conference of Masters which was held ashore before the convoy sailed) showing the method of proceeding to sea in single line, the Commodore's ship leading, and, on his giving the signal by flag or light, ships formed into

SKIPPERS OF FISHING TRAWLERS in conference at a Naval Control Service office. They are receiving instructions—upon which their own safety, among other things, depends—from the N.C. officer (left) before proceeding to the appointed fishing grounds. The workings of this wartime organization are revealed in these pages. *Admiralty photograph*

two columns, each alternate ship pulling out and taking up station to starboard.

Base convoy organization continued seven days a week, at all hours of the day and night. Sailing times were liable to be altered without notice (and were !), and enemy activity often entailed a convoy being re-routed twice during the night before it sailed.

The Commander Tore His Hair

In June 1940, with the Germans holding the French coast, passage of the English Channel was denied to ocean-going shipping. I recall the first ocean convoy that had to be sailed from the Thames by way of the Pentland Firth, with its dangerous tides, instead of through the Dover Straits. A hectic day was drawing to a close, with the ending of the conference at which the Masters of the ships sailing the following day had been briefed by the N.C.S.O., the Commodore and the Senior Officer of Escort. At about 18.30 an "immediate" signal was received from Admiralty stating that the convoy was to sail Northabout and that a revised ocean route was being sent in cipher.

This meant that all existing orders had to be scrapped, and since other ships would now be able to catch the convoy as it passed the various East Coast ports on its northward passage, the number of ships would be increased. The Convoy office was in a turmoil with messages from the anchorage being received, signals from other ports arriving, and the senior officer issuing orders in quick succession.

"Ask Tyne if they will have any joiners?" . . . "Commodore's ship has engine trouble" . . . "Ask the Routeing Officer if that new route is through yet" . . "Rangoon Star is still one wireless operator short" . . . "Humber have four possible joiners—names, destinations and speeds coming by teleprinter" . . . And then, to cap everything, C.-in-C.'s Operations Room phoned to say that enemy aircraft had mined one of the channels to be used—this meant special new routes to give a safe diversion from the dangerous area. The night ended with an ordinarily sedate Commander standing on a chair and tearing his hair whilst trying to get sense out of a North-East Coast duty officer ! By 01.00 complete new orders were ready and Boarding Officers in tugs and drifters delivered them to the ships in the anchorage. At dawn every vessel sailed according to orders, and the next two convoys were being planned in our office.

There was an afternoon in August 1944 when I was assisting at a conference being held on board a ship in the Gulf of Naples (for security reasons)—for the convoy that was to arrive two days later off Southern France and land the first troops and supplies. In Naples we were close behind the American Fifth Army Front, and we had to accustom ourselves to U.S. methods and phraseology as the U.S. Army controlled the berthing, loading and discharge of all Merchant Shipping in the port. Co-operation became a fine art and neither side let the other down.

In March 1944 the discharge tonnage for the Port of Naples—damaged though it was—was the largest in the world. We sailed convoys south, convoys "up the line" to Anzio, and all sorts of odd ones to Sardinia and Corsica as circumstances dictated and provision of escorts allowed. We also had two or three hospital ships a day to route, "up the line" or back to the U.K. or U.S.A.—each ship routed clear of convoy routes and, of course, mined areas. These are some of the typical responsibilities of a N.C.S.O. in an operational area.

I Saw Air-Raid Shelters Crumple and Collapse

At 11 o'clock on the night of March 16, 1946, the police closed Lower Regent Street, London, to traffic. Massive brick-and-concrete shelters were to be demolished by mechanical monsters working all through the night. The scene is described by Robert Waithman of The News Chronicle.

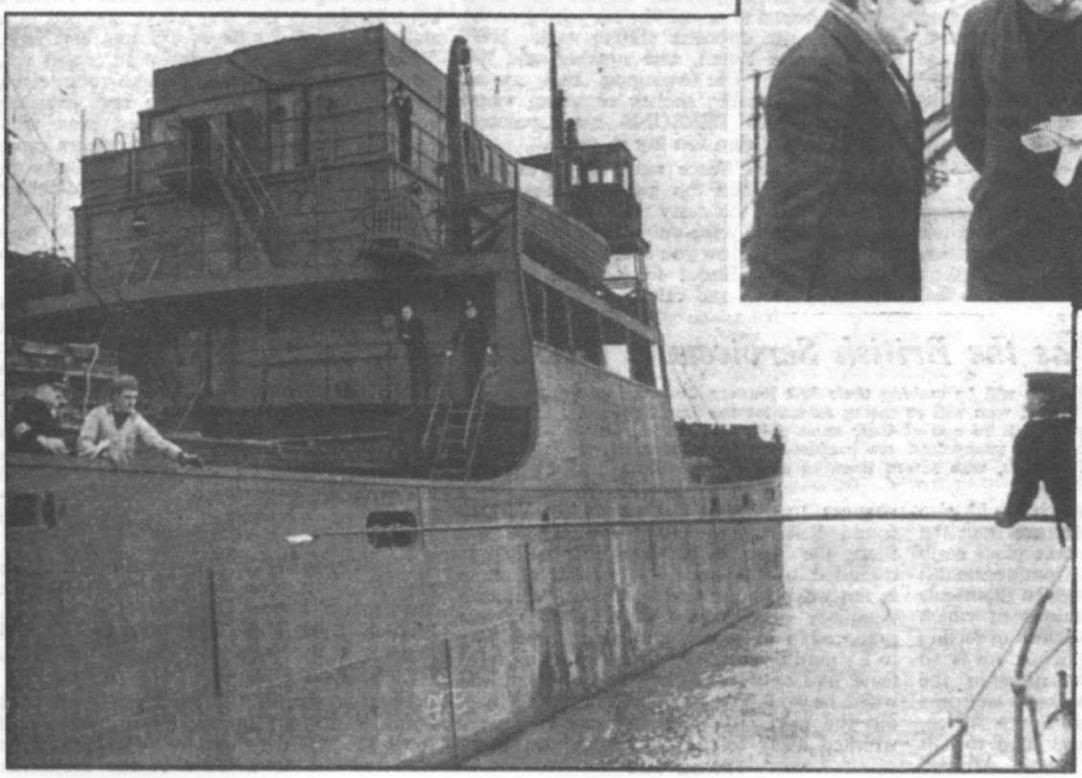
FROM Waterloo Place and out of side streets where they had been waiting, I saw come rumbling into Lower Regent Street on caterpillar treads a family of four great mechanical shovels, their headlights blazing like angry eyes. Half a dozen heavy lorries followed them. The cabs of the tractors and the lorries were dark green, with "Willment—Waterloo" painted across. Thirty-four men swarmed in and around them.

The tractors squared up to two of the three air-raid shelters in the middle of the street. The biggest of the four shovels went to the top end of the top shelter ; the next one crawled to the right flank of the top shelter ; the third lumbered up to the top end of the bottom shelter ; the fourth went to its left flank.

The two tractors that faced down the street were fitted with shovels ; steel mouths with four savage steel teeth, each a foot long. The two at the sides of the shelters had at the end of their dipper arms not shovels but huge balls of solid cast steel, a yard or so in diameter. There was a moment of relative quiet after they were in position, then a controlled Bedlam broke loose.

At the side of the top shelter the flanking tractor began to belch flame from the row of Diesel exhausts on the cabin roof. The jib and the dipper-arm reared and the steel ball hung for a moment over the wall of the shelter and then fell. The jib moved and the ball rose and fell, pounding the top of the wall in a different place each time, and the concrete cracked beneath it. Then the jib rose higher and the dipper-arm descended and sent the ball swinging against the side of the wall.

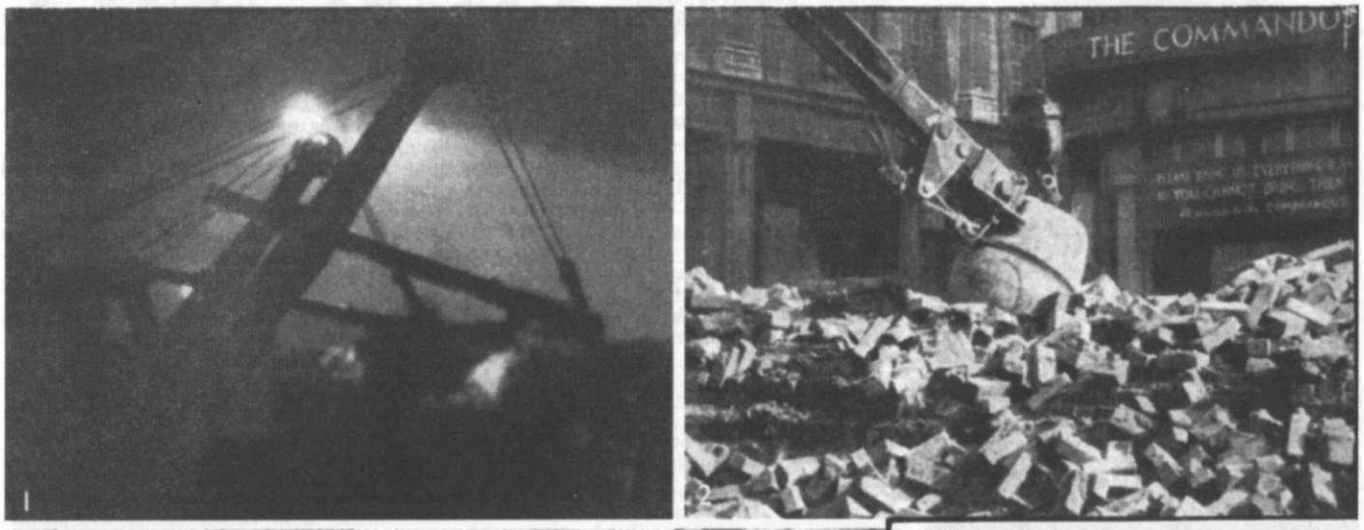
First at the top and then lower the wall fell inwards. The wall was two feet nine inches thick, and it was solid brick and



SAILING INSTRUCTIONS, always subject to last-minute changes in wartime, were delivered to Merchant Navy skippers in a variety of ways. Normally, conferences were held at the local Naval Control Service office, some time before sailing, as explained in the story by Lieut.-Commander J. W. M. Thompson.

At other times personal delivery was the most expedient method, a N.C.S. Boarding Officer going the rounds of the vessels in the port or harbour (above). Final messages, cancelling or altering previous instructions, were occasionally passed at the end of a bamboo pole (left) from a Navel Control Service launch to the captain of a ship in convoy.

Admiralty photographs



AIR-RAID SHELTER DEMOLITION in Lower Regent Street, London, was conducted at high speed, mechanical navvies working throughout the night (1), some pounding the structures to rubble with solid steel balls (2), others scooping the masonry into lorries with great clawed shovels (3).
Photos, British Movietone News

concrete ; but it cracked and crumpled and tumbled down in jagged chunks. White dust whirled up to the white lights overhead. A greater noise began as the shovel at the top of the shelter dipped and clawed at the fallen masonry. The cab shook and lurched and yellow flame spurted from its roof while the shovel pawed and shoved the debris into place and then scooped it up and swung it over into a lorry.

We on the pavement watched and listened raptly. When the ball swung hard and the ground shook we grinned at one another. For it was good to be outside the shelter ; it was good now to hear the din and to feel the shock in the ground. As the wall came down it began to reveal notices pasted on the inside of the opposite shelter wall. HOT BATHS, one began, and another said NO SMOKING. The swinging ball moved slowly towards the shelter entrance, where the words 40 PERSONS were painted. Presently that sign too lay in ruins.

The noise of Peace went on all through the night. When the great machines and the lorries and the dusty men left on Sunday afternoon there were only roped-off hollows in the road, and now you could see clear down Lower Regent Street from Piccadilly. It looked spacious and calm.

South Africa as the British Serviceman Saw It

For the Princesses, who will be making their first journey Overseas, and for the King and Queen, who will be seeing Africa for the first time, the Royal visit next year will be one of their most memorable experiences. Wartime memories of the sunny land are conjured up by J. Heming, of The Daily Telegraph, who served there as a R.N.V.R. officer.

I CAN think of nothing which could give South Africa greater pleasure than the Royal visit which is to take place early next year. Nowhere in the Commonwealth did the War do more to strengthen the bonds that unite the family of nations of which the King is the head. The warmth of feeling for " home," as the United Kingdom is so often referred to in conversation in the Union, was shown by the remarkable welcome British Servicemen received in South Africa. From the days when convoys used to halt at Cape Town on their " round Africa " voyages, to the time last year when VJ Day found R.A.F. and Naval forces stationed there, the greatest possible hospitality was extended to our men. A typical example is the work of the South African Women's Auxiliary Service (S.A.W.A.S.), who were prepared to arrange anything from a wedding to a round of golf. Any man going on local leave had only to say how long he had and where he would like to go, and the S.A.W.A.S. did the rest. By road and rail men were whisked away to their destinations. There they were met and taken to some homely house, where they were honoured guests. One man I know went from Cape Town to the Game Preserves and Victoria Falls in Rhodesia and back, with stops in Bechuanaland. It took him a fortnight, and he was not allowed to spend a penny. In the permanent Service establishments in South Africa there was a standing list of local residents always willing at short notice to entertain men. No function was complete without at least a sprinkling from Britain.

No wonder a high percentage of Servicemen whose release became due while they were in South Africa elected to take their discharge there with a view to settling permanently in the Union. Men had little difficulty in finding employment.

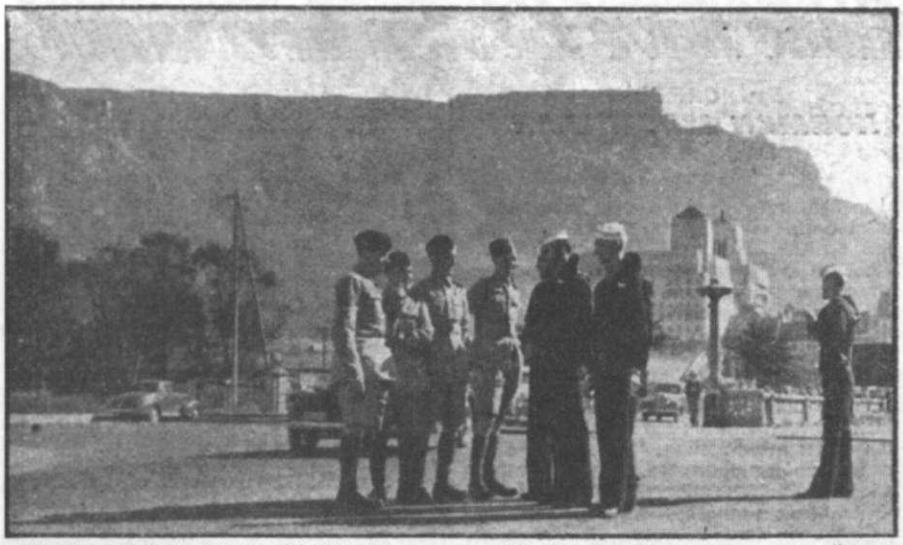
Story Told in Veld and City

A striking fact concerning South Africa's contribution to the War effort emerged in a statement made by General Smuts last year. There had been no conscription ; and yet, he said, the number of men who volunteered was so great that the force sent overseas could not have been increased even with compulsory service. These volunteers came from every section of a varied population in all parts of the Union. Men of differing political views and from geographically segregated areas served side by side with soldiers from the other Dominions, from the Colonies and from Great Britain.

They have returned with a story which must by now have been told in veld and city in every part of the Union. Through all those great campaigns in North Africa and Italy, in prison camps and in the green haven of England, these virile and proud young South Africans found that there was also strength and dignity in the rest of the Commonwealth. To many this was not something they had always taken for granted. German propaganda had industriously spread the " effete Englishman " fiction.

Nowhere will the Royal party be more assured of an enthusiastic reception than at their port of arrival, Cape Town. In this city, nestling below Table Mountain and cupped in one of the most beautiful bays in the world, they know how to make festival.

I was in the ship which brought the first South African prisoners of war home, and I can see still the thousands of street lights clustered in the shadow of the mountain



SOUTH AFRICA'S TABLE MOUNTAIN, beneath which British soldiers and American sailors exchanged greetings during the War, is one of the many attractions in the Union which will interest the King and Queen and the Princesses during the Royal tour next year. Their port of arrival will be Cape Town, at the foot of the Mountain. *Photo, Marsh, Cape Town*

slopes, while above, dawn crimsoned the heights. The quays were beflagged and masses of people lined the roads. The atmosphere was electric long before the ship tied up.

The train journey up country is a memorable one. A long climb to the Karoo starts through the lovely Hex River valley and continues breathlessly on the sides of precipitous mountains. The Karoo itself, one of the sights of South Africa, is apparently a panorama of desolation—a rock-strewn plateau giving life incredibly to infinitely numerous bush plants. Yet this vast plain produces fine sheep. In Durban, which South Africans describe as their finest resort, is a shopping centre, surely the equal of any existing today. There are many modern buildings here—the skyline from the air is not unlike New York's, although, of course, smaller—and the port was of importance to the Royal Navy during the war.

Zulu rickshaw "boys" contribute to the colour of the town. Usually magnificent physical specimens, they maintain an amazing pace with their vehicles. They are very clever at adjusting the balance of their weight in the shafts so that the only energy expended is in a forward direction. They considered it was a special honour to carry a British Serviceman, which they did with gay shouts and palpitating capers.

Among other places Their Majesties will see are Johannesburg, financial and gold-mining centre, and Pretoria, the capital. Johannesburg (visitors are warned against the contraction Jo'burg) is 6,000 feet up, and new arrivals are often apprehensive about their breathlessness for a day or two. Here is the deepest gold-mine in the world—over 8,000 feet down—and some interesting native compounds. When I visited one of these with two other naval officers, a full-dress Zulu war dance was performed specially for our benefit.

PRETORIA is full of atmosphere and of contrasts. Some of the smaller edifices seem unchanged in character since they were erected during the town's inception; the Parliament buildings are magnificently conceived and finely sited. Here, as elsewhere, British officers were honorary members of the golf and social clubs. Down south, Simon's Town, the naval base, is situated on a most beautiful coastline, along which the road from Cape Town runs. This is on the east side of the Cape peninsula and faces the Indian Ocean, which meets the Atlantic at Cape Agulhas, South Africa's most southerly point, not far to the south-east. Between Cape Town and Simon's Town is Groot Schuur, the official residence of Field-Marshal Smuts, Their Majesties' host in South Africa, a handsome building in a woodland setting.

★—*As The Years Went By—Notable Days in the War*—★

1940

April 9. *Germans invaded Denmark and Norway; Copenhagen and Oslo occupied.*

1941

April 5. *British forces entered Addis Ababa.*
April 6. *Yugoslavia and Greece invaded; open city of Belgrade bombed by Germans.*
April 10. *British and Imperial forces in contact with enemy in Northern Greece.*

1942

April 6. *First Japanese air raids on India: Coconada and Vizagapatam bombed.*
April 9. *American resistance ended on Bataan, Philippines; Corregidor still holding out.*

1943

April 11. *In Tunisia British 1st and 8th Armies established contact near Fondouk.*

1944

March 31. *Red Army over Rumanian frontier.*
April 10. *Odessa recaptured by Russians.*

1945

April 1. *U.S. 10th Army invaded Okinawa.*
April 5. *Soviet Government denounced the Russo-Japanese Neutrality Act of 1941.*
April 6. *Russians breached Vienna defences.*
April 9. *Koenigsberg captured by Russians.*
April 12. *U.S. 9th Army crossed the Elbe. Sudden death of President Roosevelt.*

PALESTINE: THE ZIONISTS' VIEWPOINT

To "The War Illustrated" Number 222 Mr. Kenneth Williams contributed an article entitled Grasping the Palestine Nettle. Some of our Jewish readers have expressed their dissent from the general trend of his statements, in particular Mr. H. Newman, well known as a Jewish journalist. He has sent a letter of some length in which he replies to Mr. Williams. Somewhat reduced, whilst retaining the main points of his case for Zionism, his letter is reprinted below. There is no space in "The War Illustrated" for controversial correspondence; but we make this exception out of courtesy to Mr. Newman as an advocate of Zionism, and without in any way reflecting on Mr. Williams' contribution, which was written at our invitation. No further correspondence will be considered.—EDITOR

IF justice is to be the basis of human relationship, why should this elemental axiom be denied to the Jewish people? Why should this one people in all the earth be refused the cohesion which its own territory would confer?

Anti-semitism exists. Persecution of Jews continues. A third of the Jewish people—6,000,000 souls—were mercilessly slaughtered by the Nazis. Prejudice against Jews will continue so long as Jews remain a phantom, wandering people, fleeing from one country to another; tolerated, perhaps, but welcomed nowhere, resented everywhere—because they are living irrationally. The *raison d'être* of Zionism is to rationalize the relationship of the Jewish people to other nations.

The Balfour Declaration of 1917 might have been a unilateral promise by the British Government, but its terms were unanimously accepted and ratified by 52 nations, and embodied in the Mandate. The terms were specific: ". . . . recognition has thereby been given to the historical connexion of the Jewish people with Palestine and to the grounds for reconstituting their national home in that country."

The Mandatory was charged with "placing the country under such political, administrative and economic conditions as will secure the establishment of the Jewish national home (Article 2), and the necessity "to secure the co-operation *of all Jews* who are willing to assist" (Article 4) . . . the directive to the Government to "facilitate Jewish immigration" (Article 6) . . . with the additional proviso that the Administrative "facilitate the acquisition of Palestine citizenship by Jews" (Article 7).

This was an open invitation to Jews throughout the world, but Kenneth Williams roundly declares "the idea of a Jewish State in Palestine, which was never promised and is a gloss put by Zionists." Lloyd George, one of the proponents of the Balfour Declaration, declared before the Peel Commission that the intention was to give Jews the opportunity of becoming "a definite majority . . . then Palestine would thus become a Jewish State. The notion that Jewish immigration would have to be restricted in order to ensure that the Jews would be a permanent minority never entered the heads of anyone engaged in framing the policy. That would have been regarded as unjust, and as a fraud on the people to whom we were appealing."

The words of Balfour, Viscount Cecil, Wilson and others intimately concerned with the War Policy and Treaties in 1917-1922 show Kenneth Williams inaccurate. It was to be the fulfilment of 2,000 years of Jewish prayers. Twenty centuries of forcibly dispossessed homelessness was to be ended.

Over 90 per cent of the Jewish people support Zionism. They know it is the only answer. Nowhere else, except in Palestine, can Jews claim "as of right and not on sufferance" to live. The status which national cohesion would give is the one solution of the drawn-out Jewish problem. Kenneth Williams cites Mr. Bevin in an attempt to create a distinction between Zionists and Jewry as a whole. This proposition is fallacious. To *every conforming Jew* the return to Palestine is an integral and indivisible part of the Jewish faith. The prayer "next year in Jerusalem" is reiterated in the Jew's most solemn and sacred moment. . . .

Arabs have benefited a thousandfold—in living standards, health, education. They have gained. Why, then, refuse justice to the Jews who have turned malaria swamps and eroded soil into flourishing settlements, and have built beautiful cities even on sand dunes?

What is Britain's strategic policy? Arabs everywhere tell British and French to "clear out." Jews alone desire and urge that Palestine become a British Dominion. In both the last wars Arabs have fought against British and Allied interests. Ten times as many Jews as Arabs joined the Palestine forces. Jews, and not Arabs, have, through the times of war, proven themselves Britain's best friends. Expediency, no less than humanitarian ideals, demands the fulfilment of an explicit pledge—Palestine as a Jewish Commonwealth.—Yours, etc.,

H. NEWMAN

Would Bombs Alone have Beaten Germany?

By CAPTAIN
NORMAN MACMILLAN
M.C., A.F.C.

THE war strength of the Royal Air Force on V-Day was 1,100,000. In Bomber Command, out of 110,000 men trained, 50,000 lost their lives, 15,000 were seriously injured, and another 15,000 less seriously injured. A grave total.

In the House of Commons, Wing Commander Millington has raised the question of the recognition of the work of the bomber aircrews, who, he said, felt that the exclusion of their chief, Sir Arthur Harris, from the New Year's Honours List was an affront through him to all who served under him.

Meanwhile, "Bert" Harris has left the country to return to South Africa, where he first joined the forces in the First Great War. His last recognition was promotion to the highest air rank of Marshal of the R.A.F. There was, of course, probably only one other air appointment in the R.A.F. which he might have held, that of Chief of the Air Staff. This appointment is made by the Prime Minister, and under Mr. Attlee it went to Marshal of the R.A.F. Sir Arthur (now Lord) Tedder.

GERMAN Evidence of Effectiveness of British and American Bombing

These two notable R.A.F. commanders are exponents of air power wielded in two ways. Harris was the man who applied strategic air power, Tedder the one who wielded tactical air power. Tedder worked with the Army, and to a lesser degree with the Navy. Harris played the more solitary part, striking at Germany with the long arm of the bomber, but occasionally diverting his forces to aid the Army or the Navy when no tactical air power in existence could have done what his heavy bombers did—at Houffalize, St. Vith, Cleve, Goch, Caen, the Falaise Gap; the laying of the trail of magnetic mines ahead of the Scharnhorst and Gneisenau after they had passed through the English Channel; the destruction of the Tirpitz at anchor in a Norwegian fjord surrounded by torpedo nets; the destruction of the Mohne and Eder dams; the destruction of the railway viaducts that cut the Ruhr railways and trapped 300,000 German troops.

We all know how often in this recent War was proclaimed the triumph of combined operations, how often it was argued that all arms were needed to win the War, and how frequently the allocation of resources to strategic bombing was deplored. Harris had to fight not only the enemy, but opponents at home who did not subscribe to his views on the efficacy of bombing. Now, evidence is available from enemy sources of the results of the scientific British and American bombing of Germany. The Under Secretary of State for Air gave German evidence when presenting the Air Estimates in the House of Commons on March 12, 1946.

"In the Luftwaffe," said Dr. Speer, Reich Minister for Armaments and War Production, when under interrogation, "the shortage of fuel became insupportable from September 1944 onwards. The allocation was cut down to 30,000 tons a month, though the monthly requirements were between 160,000 and 180,000 tons.

"In the Army the shortage first became catastrophic at the time of the winter offensive of December 16, 1944. This was substantially responsible for the rapid collapse of the German defensive front against the Russian break-out from the Baranovo bridge-head. There were 1,500 tanks ready for action, but they had only one or two fuel supply units and were immobilized."

Asked if he believed that strategic bombing alone could have brought about the surrender of Germany, Dr. Speer said: "The answer is 'Yes.' The attacks on the synthetic oil industry would have sufficed, without the impact of purely military events, to render Germany defenceless." Field-Marshal Erhard Milch, head of the Luftwaffe, said: "If the oil plants had been attacked six months earlier Germany would have been defeated about six months sooner." Dr. Fischer, head of the Oil Department of the Ministry of Armaments, said: "If the air attacks had been concentrated on industry, particularly oil, chemicals, power and transportation, the War would have been over one year sooner."

THESE statements are striking confirmation of views I have frequently expressed in THE WAR ILLUSTRATED. In No. 133 (July 24, 1942) I wrote: ". . . the strategic disposition of air power is even more important than its tactical employment." But, on December 11, 1942, I noted the fact that "strategic air war has been forced to give way to meet the needs of tactical air war . . ." On April 2, 1943, I recorded Air Chief Marshal Sir Arthur Tedder as saying: "I never subscribe to the view that the air alone can win the ultimate victory . . ." Because of the conditions then existing I wrote in the same article that "The demands of the field forces and the sea forces will determine whether in the course of this War it will be possible to prove the bombing theory that a nation's will and power to resist can be crushed from the air."

And again, referring to the promised build-up of the American Army 8th Air Force, I wrote: "When aircraft like these can duplicate by day what Bomber Command does by night, the climacteric of a German breakdown will indeed be near." And on February 4, 1944, in my article appeared these sentences: "If our bombing is maintained and increased . . . battered German industry will bring Hitler's downfall because it will be unable to give him arms. We can win the War by bombing."

As I have said, during the War there were two schools of thought, and exponents of two methods of attaining victory. Mr. Churchill, as Defence Minister of Britain, used both, probably as the best way to get the maximum effort from all. But the result was a trail of destruction throughout almost all Europe, and, apparently, a lengthened war.

STRUCK Blows Which Aided Equally the Western Allies and Russia

Assuredly the sacrifices made by the aircrews of Bomber Command and the 8th Air Force were not vain, for they must have reduced to a fraction of what they might have been the casualties among the surface forces. And these two strategic air forces, plus the smaller U.S.A. 15th, struck blows which aided equally the Western Allies and Russia. Without their aid, would the Red Army have been victorious? Those who heard the great bomber fleets pass out towards Germany in the day of their might must be struck by the words in Ezekiel i, 24: "I heard the noise of their wings, like the noise of great waters, as the voice of the Almighty, the voice of speech, as the noise of an host."

Soon after the end of the First Great War the American Navy and Army staged bombing tests against surrendered German warships. The Naval air tests were inconclusive. The Army bombing, under Brigadier-General William Mitchell, was not. Mitchell, too outspoken in his advocacy of air power, was dismissed from the Army in 1926, and died unhonoured before the Second Great War. During this War his name was reinstated in the American Army List, posthumously promoted to General. The Mitchell bomber was named after him.

Today we run the same risk of underestimating future air power. The man who did most to defeat Germany from the air has gone from this country to make his home elsewhere. Presumably we have subscribed officially to the theory of combined operations. The theory of air power as an individual war-winner is not popular with the Army and the Navy. From what has already been made known about the forthcoming atomic bomb tests against surrendered Japanese warships in the Pacific, it would almost appear that the object is to prove that naval vessels can survive atomic warfare rather than to discover if atomic bombs are still more deadly than the bombs that sank the Tirpitz, the toughest warship of the German Navy. Truly, history repeats itself and man learns but little from his mistakes.

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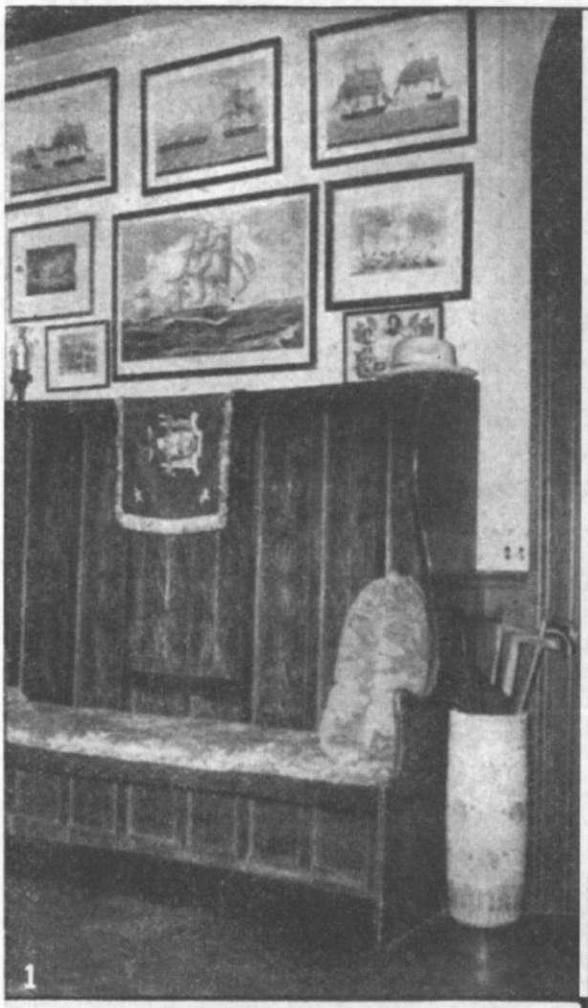
Parachute-Jumpers Safeguard American Forests

VALUABLE TIMBERLANDS THREATENED BY FIRE are sky-patrolled by trained observers, and parachutists—advance-guard of the forest fire-fighters—are dropped (1) in the vicinity of an outbreak. As protection against possible facial injury through contact with tree branches in the descent, the jumper is masked (2). Equipment includes a portable two-way radio set (3) for transmission of instructions to the nearest fire-fighting base. First intimation of a fire appears to a spotting aircraft as a dense smother of smoke (4).

Exclusive to THE WAR ILLUSTRATED

Roosevelt's Old Home Preserved for Posterity



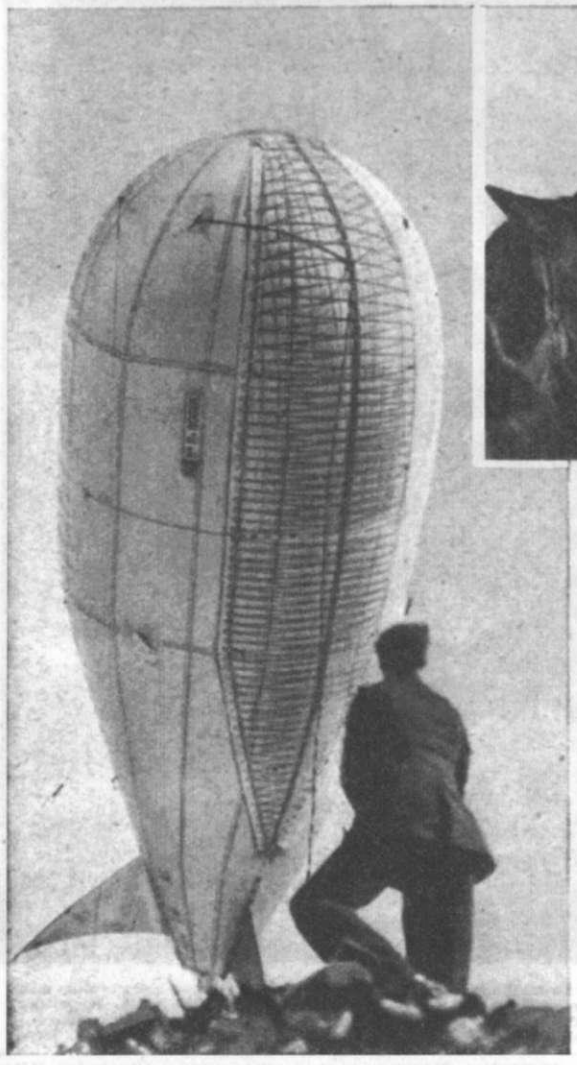
PRESENTED TO THE AMERICAN NATION, Franklin D. Roosevelt's home in Hyde Park, near New York, remains the same as when he left it. On the top of the seat in the hall (1) is the late President's hat, where he last placed it. In the guest bedroom (2) H.M. King George VI slept during his visit to America in 1939. In Roosevelt's bedroom (3) are his black cape and crutches. His desk in the sitting-room (4) displays a portrait of his half-brother, James Roosevelt. See also page 564.

Photos, New York Times Photos

In Britain Now: A Great War-Leader Honoured

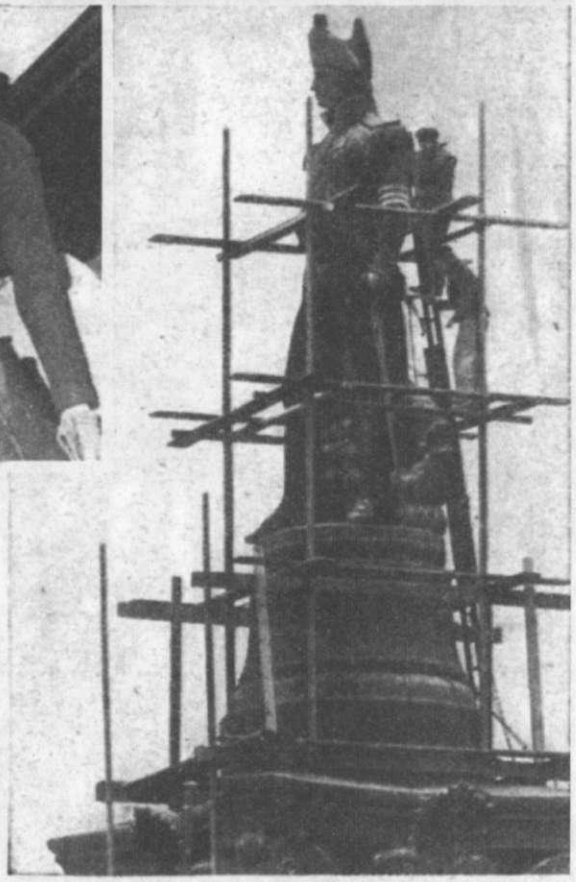
V-PARADE PREPARATIONS are being conducted with the aid of German prisoners of war. Once members of Hitler's Wehrmacht, they may have had their own dreams of marching through London as goose-stepping conquerors. Some of them are seen (above) handling stores in Kensington Gardens, where they are erecting camps to house Colonial troops who will be in the great Parade on June 8, 1946.

F. M. VISCOUNT ALEXANDER of Tunis (right), first of the country's war leaders to receive the honorary Freedom of the City of London, speaking at the Guildhall after the presentation ceremony on March 19, 1946, during which he received a token Sword of Honour—one presented to Field-Marshal Lord Allenby 25 years before. The Freedom of the City was also bestowed on Lady Alexander.



ONE OF THE LAST balloons of London's famous barrage (left) may still be seen hovering above the capital from the bombed site of the infirmary at the Royal Hospital, Chelsea, where it is being used for research on the effect of weather on radio transmission. The balloon is raised and lowered four times a day, recording pressure, temperature and humidity at 200-ft. intervals.

SLAKING the horse's thirst is one of the numerous tasks that befall civilian girl workers at the Royal Army Veterinary Remount Depot, at Melton Mowbray, Leicestershire. The depot, run by male Army personnel, employs civilian help to assist in the training, and to tend to the well-being, of horses until the animals are required for service elsewhere by the military authorities.



SPRING-CLEANING NELSON is a precarious business for the steeplejacks perched on the scaffolding surrounding the statue, nearly 150 ft. above Trafalgar Square, London. The cleaners, dwarfed by the 18-ft. figure of the celebrated Admiral, are supervised by a member of a famous family of steeplejacks who for three generations have made the difficult ascent.

New York Times Photos, Barratt's, Fox, International News Photos, P.A.-Reuter

The Loire is Bridged Again at Nantes

PONT DE LA VENDÉE, SPANNING THE LOIRE, at Nantes, France, was opened to traffic in December 1945, after its strength and stability had been tested by locomotives, weighing 250 tons, which are seen nearing the completion of their run. A temporary structure, 700 yards long, this bridge replaces the original whose ruins are to the right. The construction, commenced in April 1945, entailed the use of 1,600 tons of steel. During the War nearly 3,000 bridges were destroyed in France by the retreating Germans and by Allied bombing.

Photo, Planet News

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